

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
RAIN.
Barometer 29.66

July 14, 1914. Temperature 6 a.m. 77. 2 p.m. 87.
Humidity 86 72.

July 14, 1913. Temperature 6 a.m. 79 p.m. 83.
Humidity 84 81.

2817 一十式月五閏年寅甲

TUESDAY, JULY 14, 1914.

二拜禮 號四拾月七英華曆

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

THE SUFFRAGISTS.

FURTHER OUTRAGES.

[Reuter's Service To "The Telegraph"]

London, Received July 13.
The suffragist outrages during the week-end include the following:

An explosion occurred in a mail-bag between Blackpool and Manchester and six other bags were ignited. The mail van was also ignited and a guard was badly burned in extinguishing the flames.

Blaby Station, Leicestershire, was burned.

A woman was arrested in the act of igniting the fuse attached to a bomb in the Church of St. John the Evangelist, Westminster.

The total damage caused by Suffragette outrages since the beginning of 1913 is given as £384,000. This does not include the damage done to pictures, &c., which cannot be replaced.

BISLEY.

A FINE ENTRY.

London, Received July 14.

The Bisley Meeting opened in sunshine in the presence of a great gathering of rifle men from all parts of the Empire.

Already there are 992 entries for the King's Prize.

COMPANY MEETING.

The Indo-China Steam Navigation Company, Limited.

Following is a report of the proceedings of the Thirty-third Ordinary General Meeting held at the Offices of the Indo-China Steam Navigation Company, Ltd., 29, Cornhill, E.C., on Friday, June 12.

Mr. H. Kaswick, Esq., M.P., Chairman, presided.

The Chairman: I call upon the Secretary to read the notice convening the Meeting and the Auditors' Certificate attached to the Accounts.

The Secretary: (Mr. A. G. Wells) read the notice convening the Meeting and Report of the Auditors.

The Chairman—Gentlemen, following the usual practice we will take the report and accounts as read. Before I go on with the general business of the meeting I must allude, with sorrow, to the death of Mr. William Paterson. He was the senior member of the Board. His long experience and sound advice were always of the greatest value to us, and I am sure that all present share in the regret of the Board at the loss of such a good friend and of such a valuable man on the directorate. The date of this meeting is somewhat earlier than usual, and I only mention it because on previous occasions the Chairman has been requested to advance, if possible, the date of the meeting. My predecessors promised to comply with this request so far as they were able to do so. You must remember that the accounts are constantly growing in volume, that widely separated agencies have to make returns, and that there are varying currencies at these branches, so that before the accounts can be brought down to one common factor a great deal of labour and time has to be expended. With regard to the interim dividend, the directors

TELEGRAMS.

PARLIAMENT.

GOVERNMENT PLANS.

[Reuter's Service To "The Telegraph"]

London, Received July 14.
In the House of Commons, Mr. Asquith announced that there would be an Autumn Session, and he hoped the House would rise some time during August. He would ask the House to pass the necessary financial business, the Irish Amending Bill, the Indian Budget, the reform of the House of Lords, and perhaps the Housing Bill. In the new Session they would deal with the Revenue and Valuation Bills and the allocation of grants to local authorities so that they would be included in the Estimates for the next financial year. He hoped the Amending Bill would be taken next week; the matter required a deal of consideration.

The House of Lords has concluded the Report Stage of the Amending Bill by inserting an amendment establishing proportional representation for the Dublin Parliament.

ALBANIAN UNREST.

THE INSURGENTS' ADVANCE.

London, Received July 13.

Reuter's correspondent at Durazzo says the insurgents have captured Berat.

TELEGRAMS.

PANIC IN BELGRADE.

AUSTRIANS' FEARS.

[Reuter's Service To "The Telegraph"]

London, Received July 14.
Reuter's correspondent at Vienna states that the Austrians in Belgrade were in a state of panic on Saturday night in consequence of rumours that the population would "avenge" the anti-Serbian excesses at Sarajevo. Many fled to Semlin, while others took shelter in the Legation and the Consulate, but nothing happened.

THE DAVIS CUP.

FRANCE WIN DOUBLES.

London, Received July 14.

In the Davis Cup match between England and France, Decugis and Germot beat Roper Barrett and Mavrogordato by 6-3, 5-7, 7-5, 6-4.

OBITUARY.

EARL OF ELLESMERE.

London, Received July 13.

The death is recorded of the third Earl of Ellesmere, at the age of 87.

[Deceased succeeded his father in 1862. He was the author of numerous works of fiction, and was the owner of 13,300 acres of land. The her to the title and estates is Viscount Brackley.]

TELEGRAMS.

FRENCH DEFENCE.

STARTLING ADMISSIONS.

[Reuter's Service To "The Telegraph"]

London, Received July 14.
Reuter's correspondent at Paris states that the Senate has discussed the Bill authorising grants for national defence.

The Reporter to the Army Committee of the Senate declared that there was insufficient ammunition for the guns and a shortage of two million pairs of boots, and if war broke out the soldiers would have to proceed to the front with only one pair of thirty year old boots each. The artillery was inferior to that of Germany, and the forts had not been improved since 1875.

M. Messimy, Minister of War, admitted that most of the Reporter's statements were correct. This observation caused a sensation, and an uproar ensued.

M. Clemenceau said he had not attended such a heart-rending sitting since 1870.

The Senate later adjourned.

EVER READY.

NAVAL MOBILISATION.

London, Received July 14.

A test mobilisation of the Third Fleet at Portsmouth showed remarkable preparedness. Not a man was missing.

TELEGRAMS.

MEXICAN AFFAIRS.

CARRANZA OBDURATE.

[Reuter's Service To "The Telegraph"]

London, Received July 14.
Reuter's correspondent at Vera Cruz states that the work has been started of repairing the gap on the railway between Vera Cruz and the capital.

Reuter's Washington correspondent says General Carranza notifies the United States that he will not enter into mediation with President Huerta, but insists on absolute surrender.

ALCOHOL AS FUEL.

A NEW MOVEMENT.

London, Received July 13.

The Imperial Motor Transport Council has appointed a Committee of experts to investigate the possibilities of the employment of Alcohol as motor fuel, which would render the Empire independent of foreign fuel supplies and give a great impetus to agriculture in the development of new countries and provide the means of improved transport facilities.

It is estimated that the researches will cost £6,000 per annum for five years. Appeals for funds are being made. Lord Crewe, Secretary of State for India, and Mr. Harcourt, Secretary of State for the Colonies, have written letters heartily endorsing the view that the question is one of national and imperial importance.

TELEGRAMS.

"THE TWELFTH."

CELEBRATIONS IN BELFAST.

[Reuter's Service To "The Telegraph"]

London, Received July 13.
At Belfast, in fine weather, the celebrations of the Battle of the Boyne were carried out yesterday with great enthusiasm. About 60,000 participated in a procession to the City. Sir Edward Carson, K.O., M.P., who was leading the procession, was greeted with tremendous ovations. The military were confined to barracks.

A Speech.

London, Received July 14.

Sir Edward Carson delivered a speech in Belfast during the afternoon. He said the Government would never crush the Ulster spirit. Very shortly Ulstermen would recognise only the Provisional Government unless left alone. He emphasised that Ulster would win, because God would defend the right. Sir Edward Carson was given an ovation, and a resolution was passed pledging devotion to the King.

In the course of the speech, Sir Edward gave the Government the alternative of granting clean separation to Ulster or of fighting.

All Quiet.

The Orange celebrations so far have been most peaceful, despite popular excitement, especially at Derry.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The death is announced of the Earl of Ellesmere.

The Albanian insurgents have taken Berat.

The Orange celebrations so far have passed off most peacefully.

General Carranza insists on the absolute surrender of President Huerta.

It is announced that there is to be an Autumn Session of Parliament.

A test mobilisation of the Third Fleet at Portsmouth showed remarkable preparedness.

A list of the suffragist outrages of the past week-end is given in a telegram.

Bisley Meeting has opened in the presence of a great gathering of rifle men from all parts of the Empire.

In the Davis Cup match between England and France, Roper Barrett and Mavrogordato were beaten.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

A telegram gives a statement by Mr. Asquith outlining the Government plans regarding the Parliamentary programme.

The total damage done by suffragists since the beginning of 1913 is £384,000, not including damage to pictures.

Startling admissions were made in the French Chamber yesterday regarding unpreparedness for war.

The House of Lords has inserted an amendment in the Amending Bill establishing proportional representation for the Dublin Parliament.

The Imperial Motor Transport Council has appointed a committee of experts to investigate the possibilities of the employment of alcohol as a motor fuel.

Austrian residents at Belgrade became panic-stricken on Saturday in consequence of rumours that the population would avenge the anti-Serbian excesses at Sarajevo.

NEWS.

The answer to yesterday's Acrostic is given to-day.

General news and northern news appear on page 3 to-day.

There were only 26 cases of plague and 19 deaths last week.

Commercial news will be found to-day on page 9.

"Our Contemporaries" appears on page 2 to-day and log book on page 6.

Some suggestions for popularising the Volunteer force in Hongkong are given in this issue.

"The Far East in Parliament" will be found on another page of this issue.

The latest donations to the West River Flood fund are given on page 4 to-day.

In the case of alleged conspiracy with intent to defraud the Hongkong and Shanghai Bank another remand was granted to-day.

The full Court of Appeal opened this morning and is considering the appeal of the defendant in the case of the Great Western Smelting and Refining Co. v. F. P. Marques de Macao.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Meeting of Shareholders, Steam Laundry Co., Ltd., 12.30 p.m.
Friday July 17.
Bandmann Opera Co. Theatre Royal—9.15 p.m.
Saturday July 18.
Third Gymkhana Meeting.
Wednesday July 23.
Meeting of Metal Importers at Secretary's Office, H.K. Chamber of Commerce.
Thursday July 23.
General Meeting Association Portuguese do Socorro Mutuo.
Monday July 27.
Meeting H.K. Central Estates Ltd.—noon.
Tuesday July 28.
Lady May "at home," Mountain Lodge.

NOTICES

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In Bags of 250 lbs. net.SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1910.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.
Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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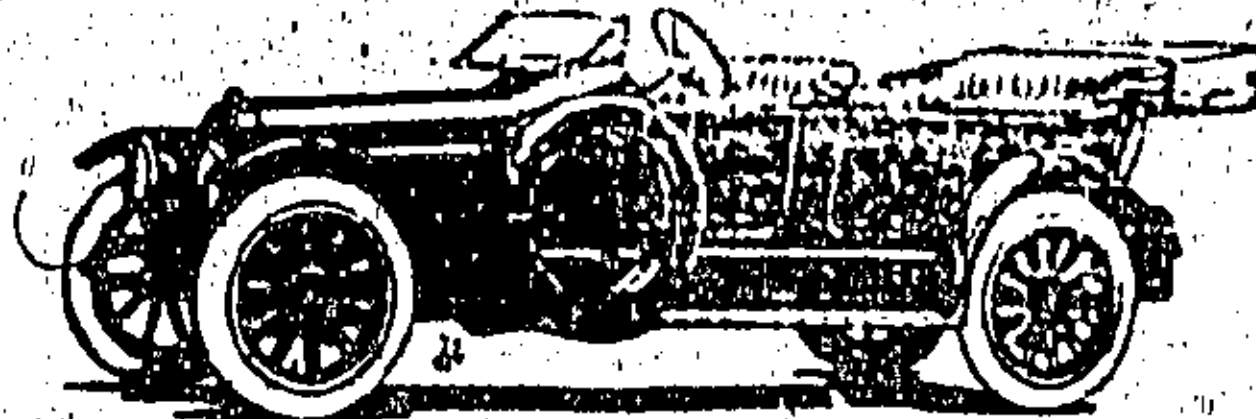
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ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

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Hongkong, 18th July 1913.

NOTICES

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OUR
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South China Morning Post.

Compromise in Mexico.
What has the United States to gain by prolonging the present indeterminate state of affairs? Professedly intervention was based on purely humanitarian grounds and for the enforcement of the precept that no man wading to power through blood should be permitted to enjoy its fruits. This objection cannot be brought against Carbajal, and although American dignity may suffer by Huerta's voluntary resignation after he refused to be "bluffed" by ultimatums or "bulldozed" by naval demonstrations, President Wilson must be brought to realize that Carbajal is the logical successor to Huerta. The country is not behind the administration in its Mexican policy, and the errors which began with intervention, thickened with futile truckling to obstinate rebels and culminated in abortive mediation conferences, can only be corrected by the acceptance of President Huerta's voluntary resignation and the appointment of his Foreign Minister as his successor.

Daily Press.

Philippine Independence.
It will probably be somewhat of a surprise to most American residents in the Philippine Islands to learn that a Bill granting a measure of self-government to the Philippines has been introduced into the House of Representatives at Washington as an Administration measure. For some weeks past the Press of the Philippine Islands, both native and American, has been keenly interested in a new Bill drawn up by Representative W. A. Jones, who, though he has never visited the islands, we believe, has made the Philippine Question his own for several years past. The Bill which has just been introduced as an Administration measure appears to be Mr. Jones' latest Bill, which has been adopted by the President practically in its entirety. It is not such a measure as will satisfy the Filipino demand for immediate independence, but judging from recent comments in the native Press of the Islands on an outline of the Bill telegraphed to the papers there, willingness to accept the measure is shown on the principle that half a loaf is better than no bread.

China Mail.

Chinese in Mexico.

It is pointed out that even now there are people in Kwantung who are on the outlook for ignorant persons who think that they can better their position by going abroad. These people care nothing for the future of the emigrants, caring only for the premium they pocket whenever they can induce some simple-minded Chinese to leave their native village for the lands across the seas. Honest people of all classes are urged to thwart these people by every means in their power, and so prevent Chinese for the present from going to a country where there can be no happiness and where they will probably meet with much hardship. The final illustration is characteristic of the Chinese. The writers say that those who are able to prevent would be immigrants from leaving home, and so prevent them from falling into the troubles that must surely await them in Mexico will be as happy indeed, will be more joyful as though they were spending ten successive days in one continuous tea, which as we know is a theatrical show, mixed with idolatry and idleness. This is the case of Chinese happiness and those who can prevent the Chinese from going to Mexico will be happier even than those who can command the joys of these ten consecutive days.

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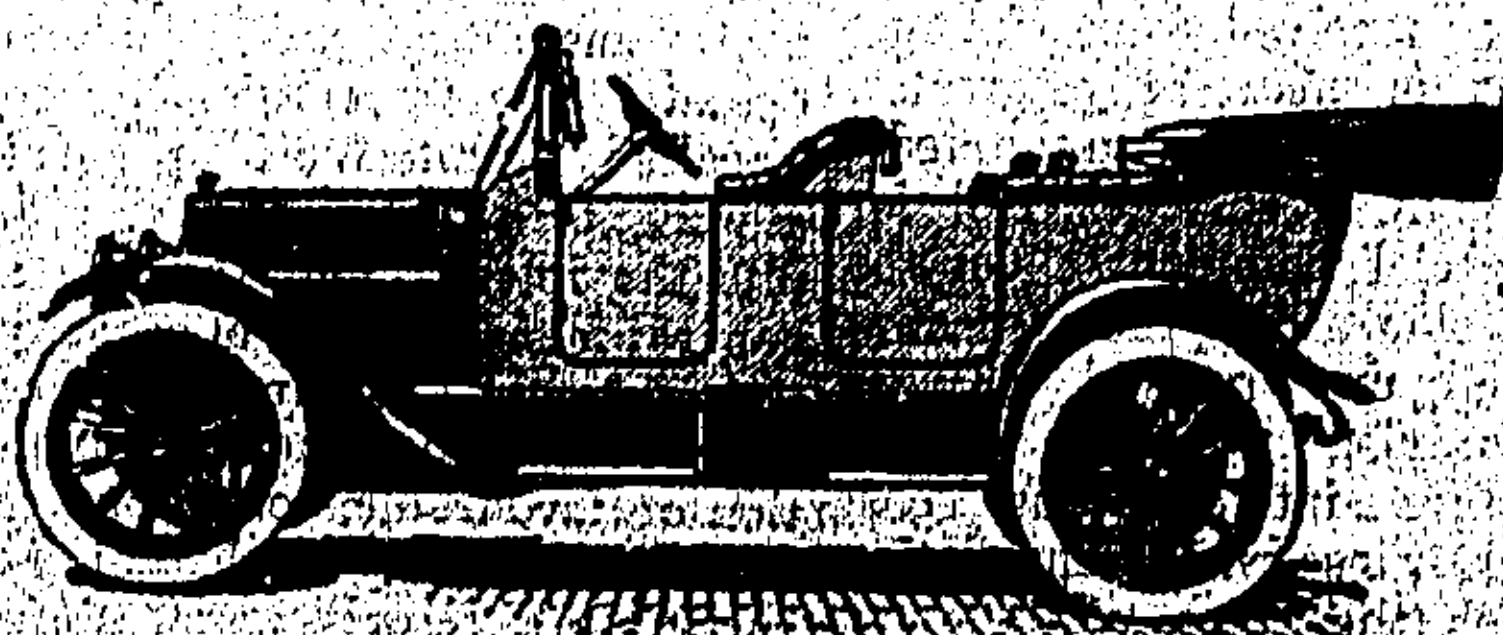
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GENERAL NEWS.

The Shipping and Engineering Exhibition.

Arrangements for the Shipping, Engineering and Machinery Exhibition to be held at Olympia from September 25 to October 17 next are now well forward, and 85 per cent of the available space is already booked. The total number of exhibitors up to the present is 170 British and general foreign, which, with the Dutch Exhibition, make a total of 220.

Great Sculling Feat.

A remarkable feat has been accomplished by five members of the Norwich Amateur Rowing Association, who sculled a four-oared boat from Norwich to Yarmouth and back, a distance of fifty-two miles. The outward journey was accomplished, with two stops, in three hours twenty-five minutes net time, and the homeward trip occupied ten minutes longer.

A British Car's Win.

The tourist trophy race in the Isle of Man ended on June 11 in the first place being gained by a British car, the Sunbeam, driven by Mr. Kenelm Lee Guinness. But of the six cars that completed the full course of 600 miles three were the Belgian Minervas and one the French D.F.P. Of the twenty-two original starters fourteen were British and eight Continental. The close of the race was marred by a serious accident. The Vauxhall car, steered by Mr. A. J. Hancock, turned several somersaults over the bank on the mountain road and both driver and mechanic were thrown out. The driver escaped serious injury, but the mechanic had several injuries to the head. Mr. K. Lee Guinness, the winner of the trophy, covered the course at an average speed of 50.44 miles an hour. —Daily Mail.

The "Tin Slump."

There is no need to be despondent. Losses at present prices can be converted into good profit by the use of Garrett's Superheated Steam Engines and Boving's Gravel Pumps. The former save 50 per cent. in the wood and coal account over other types of engines, and the latter have an efficiency of 80 per cent. instead of 35 per cent. over other makers' Gravel Pumps. The Borneo Co., Ltd., Singapore, will send particulars to those interested. —Singapore Free Press.

A Japanese Copper Mine.

The Kuro mine, in Fukushima Prefecture, has proved a bitter disappointment to the capitalists interested in it, who seven years ago organized a company to work it with a capital of five million yen. The largest quantities of copper and zinc were produced about two years ago, but even then it was not a paying concern. It is said that the company is now in debt to the extent of 200,000 yen, and that the 500 miners (here were formerly 1,000) are showing signs of serious discontent. Messrs. Kinokuni Ono, Tatsuya Yamamoto, ex-minister, and Otto Roemer, Mitani, and Furukawa are said to be concerned.

Sir E. Shackleton's Ship.
Sir Ernest Shackleton's ship, the ship the Endurance left Sandefjord in Norway for England on June 6. The ship was originally built for passenger tours to Greenland and Spitzbergen. It is a combined sailing and steam ship and is very strongly built of oak, pitch-pine, and beechwood. It has handsome saloons and cabins for ten passengers.

Bergson and Rome.
Paris, June 7.—The news that the Vatican has put Professor Henri Bergson's books on the Index has caused some surprise in France. The Rome correspondent of the Temps explains that the mission of the Index is rather to penalize books which are plausible than those which stand condemned by their obvious materialistic tendencies. The works of Bergson are considered to belong to the former category. The New Japanese Battleships.

The estimate for the construction of three battleships (30,000 tons each) having been approved by the Diet, the naval authorities have instructed the Kawasaki Dockyard, Kobe, to resume the construction of the battleship ordered, which had been suspended. The yard has at once started the collection of the materials. It is expected that the keel will be laid by September next.

NOTICE



NEW VICTOR RECORDS

THE LATEST.

SONGS.

DANCES.

SELECTIONS, etc.

INSPECTION INVITED.

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NORTHERN NEWS.

CHINA

The Revolt at Kalgan.

Although the revolt of troops at Kalgan was put down immediately, thousands and thousands of dollars have been lost in burning and looting, says a native paper. Kalgan is a short distance north of Peking, and it is a great pity that such disaster should have happened there. Some say that the cause of revolt was due to the prohibition of opium, some say that it was caused by gambling, and others say that it was caused by a quarrel between the police and the troops. However we can say that the real cause of it is the want of discipline. Arrogant officers and violent soldiers are the sources of all trouble, and as soon as a spark is applied nothing can put it out. It will be a very wrong policy if the Government does not punish the mutineers according to the severity of law, but gives out rewards and promotions to a few who had rendered good services in the suppression of the trouble.

The Tsan Cheng Yuan.

It is the desire of the President to manage all political affairs according to law and constitution. The reason of the hasty establishment of the Tsan Cheng Yuan is that he may settle all the problems in connection with legislation. It is reported that the first problem for the discussion of the Tsan Cheng Yuan is the approval of all the various orders already issued in connection with law. If any of the laws promulgated after the dissolution of the National Assembly be not recognized by the Tsan Yi Yuan, a new bill will be submitted for discussion. The second thing to be discussed is the indemnification of important orders such as the dissolution of the National Assembly, the convocation of the Political Council, and the Provisional Constitutional Conference etc. It is reported that another bill which will soon be introduced to the Yuan is the amendment of the article of the Constitutional Compact dealing with the President's powers.

In view of the circumstances of to-day five years will not be sufficient to achieve anything, though the President is eligible for another election. It should be altered to 10 years, subject to one re-election. Thus there will be time enough to lay a firm foundation for the nation.

Offices Vacated.

The Minister of Justice, Tsang Tsung-tung, reports that the Acting Judges of the High Court of Shanghai, Wang Tai-fu, Tien Ju-shi, Chang Feng-ming and Li Tsung-hang are natives of the province and are not eligible for employment and requests that they be relieved of their offices and await other appointment. The request is granted.

Funds for Han-Yang Arsenal.
Recently the Chinese Ministry of War decided that \$120,000 each month should be raised for the funds for the Han-Yang Arsenal. When the Ministry of Finance was notified of this fact and requested to raise the stated

amount of funds, the latter declined to do so and promised to raise fifty thousand dollars a month instead of the above mentioned sum on the ground of financial embarrassment. Though many proposals and counter-proposals have been made by these two Ministries in regard to the issue involved in this question, yet up to the present no definite conclusion has been reached. Owing to the urgent need of funds by the Arsenal the Ministry of War has brought the matter before the President and is waiting for his decision.

Chinese Boy Scouts.

A party of thirty Chinese boy scouts left Shanghai last week for the Ninghsiao, for Peach Blossom Island, to spend fifteen days in camp there. They were picked out from the St. John's and the Chinese Y.M.C.A. units and several came down from Nanking to join the party. Mr. J. O. Clark, Scoutmaster of the Y.M.C.A., had charge of the party.

Shanghai Dock and Engineering Co., Ltd.

It is stated that the Directors of the Shanghai Dock & Engineering Co., Ltd., will recommend at their forthcoming annual meeting the payment of a dividend of 15 per cent.

Shanghai International Swimming Club.

The second weekly series of events of the Shanghai International Swimming Club were held at the Municipal Bath on July 3, with the following results:—

- 1.—Two Lengths Handicap.
1st heat, E. Blake (1) and N. H. Alves (2).
2nd heat, A. Koplin (1) and A. Baker (2).
3rd heat, L. Guedes.
Final, A. Koplin (1), E. Blake (2), N. Alves (3).
Time, 52 4/5 sec.

- 2.—Long Plunge.
1.—A. Koplin, 46 ft. 8 in.
2.—E. Jorge, 39 ft. 4 in.
3.—F. Golling, 36 ft. 5 in.

- 3.—Team Race—International Swimming Club v. B.A.T.

The first three men swam one length each, the fourth man two lengths, and the fifth man three lengths. The S.I.S.C. established a substantial lead in the early stages of the race and eventually won by about half a length of the bath. Time, 3 min. 4 3/5 sec.

- 4.—Water Polo—International Swimming Club v. B.A.T.

From the beginning of the game the International Swimming Club showed superior shooting abilities and it was not long before Golding scored twice. Berthel opened the scoring for the B.A.T. and this proved to be their only goal. In the second half Connor added one and Encarnacao two goals for the I.S.C., the game resulting in a victory for the I.S.C. by five goals to one. The game was ably refereed by Mr. W. Jones.

JAPAN.

Death of Princess Komatsu.
H.I.H. Princess Komatsu died at Tokyo on July 26, after a long illness. The Princess was the

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eldest daughter of the late Arima Yorisige, ex-Daimyo of Kurume. She married Prince Komatsu in 1889 and had been a widow since 1903.
Prince Komatsu was an uncle of the Emperor Meiji and a distinguished soldier. He commanded the expeditionary forces in the war with China.

NOTICE.

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THE QUEEN OF TABLE WATERS.
THE SAFE AND SATISFYING DRINK.
ABSOLUTELY PURE.

There's nothing small about the Ford—except its purchase price and cost to keep. In number of cars, in worldwide use, in quality of service to owners, and in its daily performance it is the biggest car in the world. 530,000 users will testify to these facts.

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to subscribers by, the Dairy Farm Company, Ltd., Sharncliffe,
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"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth
and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, TUESDAY, JULY 14, 1914.

THE EMPRESS DISASTER.

The question of who was to blame for the terrible disaster to the Empress of Ireland, which resulted in the sacrifice of over a thousand human lives, has been answered by the Court of Inquiry which has been sitting at Quebec under the presidency of Lord Mersey. The catastrophe is laid at the door of the Storstad, and the blame is directly fastened on to one of her officers for changing the course of the vessel in the fog and for keeping the navigation of the vessel in his own hands, failing to call the captain when he saw the fog coming. This is an extremely grave indictment to bring against one man, but it is safe to say that it has not been brought without a full and impartial consideration of the evidence as to what happened on that dreadful night some six weeks ago.

Both before and during the inquiry into the disaster, the most conflicting statements were made as to precisely what happened before the ships came together in the fatal collision. Captain Kendall and Captain Andersen both contended that the other changed the course of his vessel, while each maintained that he did not. The latter was very definite on the point, and contended that he had the right of way, while the mate of the Storstad said the Empress was struck because she crossed the Storstad's bows. This version of the happenings was, however, stoutly contested by the other side. All that transpired at the inquiry is not, of course, known here, as only the barest outline of the proceedings has come through by wire. It was the task of the Court to sift the evidence until the truth was got at. This the members have done, and it may be taken as a certainty that the conclusions at which they have arrived are the result of a careful analysis of the statements of the numerous witnesses. One feature which cannot be overlooked is that neither of the Captains have been found at fault; they both appear to have done all that was humanly possible under the most trying circumstances, and they come out of the inquiry with that comforting knowledge in their minds.

What has happened cannot be altered, and it is as well to try and forget the terrible story, hard though this will be to very many, in seeking to gain wider knowledge from what has occurred. Experience is dearly bought; it has proved so in this case, and it will prove so in the future. It has taken a disaster of the tragic dimensions of the loss of the Empress of Ireland to call forth a recommendation that in future all port-holes and as many water-tight doors as possible be closed during fog. This is an eminently sensible suggestion to advance, especially as regards the closing of the water-tight doors. Its efficacy, when put into practice, was strikingly demonstrated only a few weeks ago, when the N.D.L. liner Kaiser Wilhelm II was, in a fog, rammed amidships at right angles below the water-line by the steamer Incomore. Not a single life was lost, and that fact was explained by the further one that immediately the fog appeared the ship's water-tight doors were all closed. It is to be hoped that the recommendation of the Court in this regard will now be taken up and incorporated as a requirement in the regulations governing navigation at sea.

"Joy-Riding" in Shanghai.
The latest issue of the Shanghai Municipal Gazette contains the report of the Captain Superintendent of Police, and therein is an interesting statement of what is being done to control the nuisance of "joy-riding" in motor cars. Special police measures are being taken to cope with it. They take the form chiefly of rigorous prosecution for every offence of furious driving and excessive horn blowing, and, as far as possible, the diversion by night of through hired car traffic away from the populous foreign residential districts. Hongkong will watch with interest Shanghai's efforts in this matter; it had its own trouble with "joy-riders" some while ago, before it effectually put a stop to the practice. Indeed, the Captain Superintendent frankly announces that "it may be necessary to consider the adoption of a system in force in Hongkong whereby no hired car traffic is allowed in the Colony between the hours of midnight and dawn."

Critics who Don't Help.
Captain Hilton Johnson makes one observation which may be quoted in full. He says:—

In this respect the public could, if they would, help the Police considerably, and such help would be welcomed. Experience shows, however, that while there are always plenty of people who are willing enough to complain in general terms there are very few who care to take the trouble to note down the number of an offending car and report it. If chauffeurs knew that the public as a whole were actively backing the Police in the matter better results might be looked for.

Quite so. But that is not peculiar to Shanghai. It is seen elsewhere every day. The same kind of people exist in Hongkong; also in Balham and Putnam. It is always easier in most matters to stand back and criticise than it is to go forward and help.

The Davis Cup.

There is evidently to be a stiff fight in the Davis Cup Competition between England and France which began on Saturday and will be completed to-day. The English team consists of J. G. Parke, H. Roper Barrett, T. M. Mavrogordato and A.R.R. Kingscott. Parke and Mavrogordato have won their singles, but to-day's wire shows that the latter and Roper Barrett have gone down to one of the French pairs. Gore and Dixon were not called upon this time, and consequently the English team is a younger one than probably ever before. Parke was certain of his place after his splendid form last year, although he has not been doing so wonderfully well this season, while Roper Barrett is, of course, still our greatest tactician. Kingscott, the former Army champion, is new to International honours, while Mavrogordato, although chosen to represent the British Isles in 1910, has never before played in a Davis Cup match. The team has a stiff task before it, even if it gets through the present match. Feeble and Futtie.

The latest piece of foolery started by the Nonconformists at Home, judging from the Times just to hand, is a "Come to church campaign." In some places, says the Times, "the milk-cans left on every doorstep bear the reminder 'Don't forget to go to church to-day.' The vulgarity of this sort of thing is only matched by its utter uselessness. In the first place, it is no business of the National Free Church Council whether people go to a place of worship on a Sunday or stop away. In the second, if a man is disposed to stay away from church, he will not be dissuaded by impertinent interference of this description. It never seems to occur to a certain type of religious meddler that in interesting himself in the salvation of his neighbour's soul he may be dictating to a man who is many miles above himself in the moral and spiritual scale.

Sold to the Philippines.

The Brazil steamer Iguaçu has been sold to Philippine buyers with delivery at Manila. She was built on the Clyde in 1912, with dimensions 190 ft. by 32 ft. by 10 ft., and has engines with cylinders 13 in. and 36 in. by 24 in. stroke.

DAY BY DAY.

TO ME 'THE MEANEST FLOWER
THAT BLOWS CAN GIVE
THOUGHTS THAT LIE TOO DEEP
FOR TEARS.—Wordsworth.

The Weather.
Lower level 8 a.m. Temp 85;
clear.
At the Peak 8 a.m. Temp 76;
clear.

The Mails.
American Mail.—Due per s.s. Korea to-day.
Siberian Mail.—Due per s.s. Yingchow to-morrow.
French Mail.—Closed per s.s. Chili to-day at 11 a.m.
American Mail.—Closed per s.s. Shinyo Maru to-day at 11 a.m.
Canadian Mail.—Closed per s.s. Shidzuoka Maru to-day at 4 p.m.

Count the Columns.

Yesterday the Telegraph published 37 columns of solid reading matter. To-day there will be 33 published.

Going Home.

Lieut. B. Dryer, inspector of army schools at Hongkong, goes home this year.

Mrs. Stabb.

Mrs. N. J. Stabb was among the guests at the China Society's dinner held at the Trocadero Restaurant on June 12.

A Stiff Fine.

A Chinese was fined \$300 at the Police Court, this morning, for being in unlawful possession of a quantity of opium. Sergeant Pincock prosecuted.

Police Inspector Retiring.

We have been informed that Inspector McHardy of the Hongkong Police Force is to retire in February next, on a pension, after twenty-two years' service.

Unlawfully Preparing Opium.

At the Police Court, this morning, before Mr. Wood, Revenue Officer Wilden charged a Chinese with unlawfully preparing opium. A fine of \$100 was imposed.

Coolie Injured.

A coolie has been sent to the hospital suffering from injuries to his head, received by falling from a ship in the course of construction in Bailey's yard.

Basket Stolen.

It has been reported to the police that some person stole from a public chair at Bank Wharf, a small rattan basket valued \$2, containing bathing apparel valued \$21.

To Consignees.

Consignees of cargo by the Radnorshire, Mark, Indraghiri, and Prinz Eitel Friedrich are reminded that goods remaining undelivered after to-morrow will be subject to rent.

Engineer's Loss.

The engineer of the steam launch Li Yik has reported that some person stole a watch, chain and pendant from his jacket pocket. The articles were valued at \$20. His jacket was hanging by the port-hole.

Alleged Exportation of Opium.

A junk owner was charged at the Police Court, this morning, by Revenue Officer Knight, with allowing his boat to be used for the exportation of opium—Government prepared. The case was remanded until to-morrow afternoon.

Steamer's Overhaul.

The Sze Yap steamer Shun Lee (Capt. Somerville) goes off the West River for a month or so to-day in order to undergo overhaul. She will first be taken to Yau-mat Bay, where minor improvements will be effected, and later she will go to Tai-koo Doo, where new boilers will be installed.

Open Air Concert.

An open air concert is to be given on the grounds of the Civil Service Cricket Club, Happy Valley, on Saturday evening next, commencing at 8.45 p.m. with the following ladies and gentlemen have consented to appear:—Mrs. Edwards, Soprano; Mrs. Woodman, Contralto; Mr. Bassett-Cowsey, Tenor; Mr. England, Baritone; Mr. Harry Ralph, Entertainer; Miss Rosie Bonas; Mrs. Spitor; and Prof. Danenberg, Accompanists.

OUR VOLUNTEERS.

Two Hampering Factors; and the Remedies.

[SPECIAL ARTICLE.]

The hot summer season, when any great activity is out of the question, provides a splendid opportunity for taking stock of movements in the Colony. We can then compare ideals with actualities and take pains to see how and why the one falls short of the other. It may therefore be well to look somewhat closely into Volunteering in Hongkong, inasmuch as the present is, in this matter, the "close season," so to speak—the time of the year when active operations cease. It is admitted, by all who are in a position to judge, that our Volunteer Force is not what it should be; in numbers, enthusiasm or efficiency. It has been given a definite place in the scheme of the Colony's defence, but while exceptions must be made in the case of a little handful of enthusiastic and capable officers and men, it has to be conceded that, taken as a whole, the Force does not yet adequately fulfil its functions.

Not up to the Standard.

The authorities, so the writer understands, are not all satisfied with the present position of affairs. Indeed, rumour has it that unless the Force can be brought up to the desired standard, there may be a need for the while garrison's being at enghened, with the possible result that the Colony will have to pay more for its defence. Efforts are, therefore, being made to increase the strength of the Force. Now, in examining into the causes of the relative numerical strength of the Corps, a few blunt things have to be said. But in a matter of this kind it is well to get quickly down to the bare facts. One reason, the writer is assured, why more young men do not join up is because of the colour element; they object, rightly or wrongly, does not matter, to being associated with Asiatics, and especially to the possibility of being thrown into a "coloured" tent during camp time.

The Camp Question.

There may be reason in their objections or there may be none, but the writer is told that this question keeps out many a young man who would otherwise join the Corps. Then there is the camp question. Many Britishers are kept out of the ranks because they know full well that their employers would not grant them camp leave, and do not desire them to join. From a practical point of view, the period in camp is by far the most valuable to the Volunteer, and to deprive him of it is to prevent him from becoming thoroughly efficient. Yet one hears of cases—not small firms either—where Volunteering, far from being encouraged, is almost discouraged. That should not be. The employers have their duty as well as the employees have theirs.

Two causes which contribute to the present unsatisfactory position of our Volunteers have been mentioned. Cannot the remedies be found? Why not, in regard to the first, aim at establishing separate companies of various nationalities? And why not, so far as the other point is concerned, make attendance at camp compulsory for all Volunteers? With these two matters out of the way, the future of our citizen soldiers should be fully assured.

Wanted, 50 Malaria Patients.

Officials and others returning from tropical countries with a touch of malaria have an excellent opportunity of being doctored free, as will be seen from the following advertisement which appears in The Times:—Wanted, 50 malaria patients to undergo free curative treatment under supervision of West End physicians. No quinine or arsenic administered; relapsing cases or patients returning to malarial districts preferred. Applicants address to A.B., care of Messrs. Wainwright and Co., solicitors, 9, Staple-inn, London, W.C. Envelope to be marked "malaria."

THE FAR EAST IN PARLIAMENT.

HOUSE OF COMMONS.

Concerning the Tai-On Piracy.

(June 15.) Mr. Stewart asked the Secretary of State for Foreign Affairs if he can say how many people lost their lives owing to the piracy of the Tai-On; how many of these were British subjects; and whether, in view of the inadequate protection afforded by the British Admiralty, he can see his way to influence the Chinese Government to augment their service of revenue cruisers officered by Europeans?

The Under-Secretary of State for Foreign Affairs: I have no precise information as to the number of persons who lost their lives as a result of the Tai-On piracy. The Chinese and the British naval and colonial authorities are in communication with a view to concerting measures for the protection of shipping in Southern Chinese waters.

Mr. Stewart: Is the hon. gentleman aware that the only river gunboats now are the Sandpiper and the Robin, that they are both obsolete, and that should the Triumph be commissioned the crews of both gunboats will be absorbed by her, and there will be no river gunboat available at all?

Mr. Asland: I will take note of what the hon. member says on the subject.

Boxer Indemnity.

Mr. James Hodge asked the Secretary for Foreign Affairs whether he has received a communication from the Edinburgh Chamber of Commerce and manufacturers suggesting that \$250,000 might be allocated from the amount of the Boxer Indemnity to establish a British university at Hankow; and whether he proposes to entertain the same?

Mr. Asland: The memorial from the Edinburgh Chamber of Commerce referred to has been received, and is under consideration.

Anglo-Japanese Commercial Treaties.

(16th.) Sir J. D. R. asked the Secretary of State for Foreign Affairs whether the treaty of 1905 between the United Kingdom and Japan postulated equal rights for the commerce and industry of both nations; and if so, whether the rigorous exclusion of British ships from the coasting trade of Japan while subsidised Japanese vessels participated in such trade between Indian ports, and conducted a Japanese service exclusively between Calcutta and Rangoon, was justified by the terms of the treaty.

Sir E. Grey replied that the 1905 agreement between the United Kingdom and Japan affirmed the adherence of both Powers to the principle of equal opportunities for the commerce and industry of all nations in China. The coasting trade of the two countries was dealt with in a treaty dated April 3, 1911, which provided that the trade should be regulated according to the laws of the United Kingdom and Japan respectively.

Oil for the Navy.—Mr. Churchill and the "Shell."

(17th.) The First Lord of the Admiralty made a long and interesting speech on the Government's proposal to acquire capital in the Anglo-Perian Oil Company to the amount of \$2,200,000, for the purpose of maintaining an assured supply of oil fuel for the Navy. In the course of his remarks he said:—"All criticisms have come from Sir Marcus Samuel, one of the heads of the Shell Company, and his spokesmen," and he concluded his speech with stinging sarcasms addressed to that corporation. "We have no quarrel with the Shell Company. We have always found them most courteous, considerate, and ready to oblige; anxious to serve the Admiralty and protect the interests of the British Navy and the British Empire—at a price." (Laughter.) In the matter of price, however, the Admiralty had been treated to "the full rigour of the game."

Mr. S. Samuel: I have been connected with the oil industry for 40 years, but I should not have intervened in this debate but for the very unjustifiable attack the First Lord made upon my company and my brother, Sir Marcus Samuel. I claim that we

WEST RIVER FLOODS.

Total Nearing the \$100,000 Mark.

The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund.
Already acknowledged \$89,802.37

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By Cable, Foochow 500.00
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and especially Sir Marons, have rendered the greatest services to the country and the Admiralty. We were pioneers of the liquid-fuel industry. It was in our steamers that the Admiralty gained their first experience 25 years ago. Engineer officers made trips in our steamers from Hongkong and the Black Sea in order to study the use of liquid fuel. We have never received any recognition for the services we rendered. On the contrary, we have always met with the greatest hostility from the British Navy. I represent 12,000 British shareholders in the Shell Transport Company, and I protest on their behalf that we have done nothing to justify the First Lord in accusing us of having exploited the Admiralty or neglected the interests of the country."

The resolution authorising the expenditure was carried by 254 to 18.

Railway Concessions in Japan.

With reference to the statement issued by the Japanese Foreign Office regarding the reported grant of railway concessions to British capitalists in South Manchuria and Eastern and Inner Mongolia, where Japan possesses special rights recognised by all the Powers, Reuters Agency is informed on inquiry in official circles that the statement fairly represents the position as far as concerns His Majesty's Government, which would not assist capitalists to obtain concessions in those areas without previous communication with the Japanese Government.

THE BANK CASE.

ANOTHER REMAND GRANTED TO-DAY.

Date to be Fixed Next Week.

The defendants in the case of alleged conspiracy with intent to defraud the Hongkong and Shanghai Bank, Remedios and Gutierrez, were again remanded by Mr. Wood, at the Police Court this morning, on the application of Mr. Lewis, of Messrs. Johnson, Stokes and Master, who appeared to prosecute.

Mr. Lewis explained that he deserved another week's remand; Mr. Gardiner, one of the solicitors for the defence, had appeared that morning, but he did not stay.

Mr. Crew, of Messrs. Hastings and Hastings, also for the defence, said he believed his Worship was prepared to grant the remand, but asked, if it were not so, that next week Mr. Lewis would have to ask for a date to be fixed?

His Worship asked Mr. Lewis when he expected to go on with the case?

Mr. Lewis said he would ask for a date to be fixed next time. The case was then remanded as stated.

THE PLAGUE.

Only Nineteen Deaths Last Week.

There were only twenty-six cases of plague last week and nineteen deaths—all Chinese.

The total number of deaths since January 1 are 1939 out of 2093 cases.

There were four non-fatal cases of enteric—one British—last week.

SEPOY CHARGED.

Silk Hawker Robbed Near Rennie's Mill.

The sepoys of the 20th Punjab charged with robbing a silk hawker near Rennie's Mill on the 30th ult., was again brought before Mr. Wood, at the Police Court, this morning.

Sepoy Sal Dean, the defendant, denied robbing the complainant. By Mr. Sawyer, Assistant Superintendent of Police:—At eleven o'clock on the date in question he was lying on his bed in the lines, sick. He reported sick to the orderly N. C. O. for the day, at twelve o'clock. The orderly N. C. O. told him to wait a little as he had some urgent work to do. Defendant waited, on his bed, until three o'clock and then he asked the orderly N. C. O. to take him to the Subadar Major. Defendant was sick from fever. He was lying on his own bed, which was near where the arms were "balled." He reported sick again at three o'clock in the afternoon. The reason why he reported at three and not half past two was because the orderly N. C. O. was not there. He did not see him until three o'clock. He got up from his bed to report the second time the orderly N. C. O. came round. He saw the same orderly N. C. O. at three o'clock as he saw at twelve. He would have remained in bed until three o'clock when parade was ordered and then the Subadar Major himself would have come. Why he remembered it was three o'clock when he reported was because he heard the gong go. He also heard the twelve o'clock gong go. At three o'clock the N. C. O. took him to see the Subadar Major.

The hearing was again adjourned.

Interesting Marriage.

The marriage arranged between Captain John Cecil Hamilton Holliday, 122nd Rajputana Infantry, only son of Mr. and Mrs. Cecil Holliday, of Shanghai, and Eileen Mabel, eldest daughter of Mr. and Mrs. Percy Alexander Howden, of Lansdowne-road, Tunbridge Wells, will take place quietly on August 22 at St. Michael's Church, Tunbridge Wells.

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Router.)

THE SHANGHAI EXPLOSION.

Shanghai. Received July 13. An explosion, which occurred in the magazine of the Chinese gunboat Tung Chi, off Kianguan Arsenal on Saturday night, demolished the midshipmen's quarters and thirty-five midshipmen, all Cantonese, were killed and a number of the officers and crew injured.

Although much damaged internally the hull apparently did not suffer. The Tung Chi was under orders to sail for Canton on Tuesday with a consignment of special bank notes for the Canton note redemption and the relief of the sufferers from the floods.

[The above information was contained in a message from our Shanghai correspondent published yesterday.]

FRENCH CONCESSION IN SHANGHAI.

THE LIMITS OF THE EXTENSION.

Peking. Received July 13. The New Sino-French Agreement will be promulgated to-morrow. It legalises the *de facto* status of the region outside the French Concession at Shanghai and defines the new limits: Great Western Road, Sicaowai Road, Sicaowai Creek and St. Catherine's Bridge to Rue Millot, an area of roughly six miles square, which will hereafter be under the administration of the French. The district is already a favourite foreign residential quarter.

PHILIPPINE NEWS.

Dr Heiser Leaving.

Dr. Victor G. Heiser, Director of Health, who, two years ago, took an active part in the Hongkong Medical Congress, is leaving Manila for the United States. He will first go to Japan, where he will visit the laboratory of the infectious diseases institute in Tokyo for the purpose of studying the methods of cure of leprosy there, several notable cases having been reported of late.

From there, according to the *Collenews*, he will go direct to the United States, where he will visit the big hospitals in several of the larger cities for the purpose of studying administrative methods. He will confer with the newly organized department of health of New York and has also been invited to several medical institutes to lecture on health work and progress in the Philippines.

After some time in the United States he will return via Europe, visiting Great Britain and Germany in particular. He will confer with the British colonial authorities on the subject of tropical sanitation.

At Honolulu he will study the leper situation and intends to be back in Manila in time to take up the preparation of the appropriation for his bureau and the Philippine General Hospital for the coming sessions of the legislature.

The New Acting Director. Major Edward Lyman Munson, senior major of the medical corps of the United States army, formerly acting Commissioner of Public Health for the Philippines, and at present medical officer of the department of Mindanao and Sulu, has been chosen by the Governor General as acting director of the Bureau of Health during the coming absence on leave of Dr. Victor G. Heiser.

Major Munson is recognised, says the *Bulletin*, along with Dr. Heiser and Dr. Gorgas as among the leading sanitation experts of the world. He has served as a professor of hygiene in the army medical school in Washington, on General Shafter's staff in Cuba, and as assistant to the surgeon general of the United States army.

He came to the Philippines in 1902, serving first as assistant to the chief surgeon and later as acting commissioner of public health. He is the author of several authoritative works on medicine considered as the final word on the subjects of which they treat.

Manila Band Concerts. Prospects are brighter for the continuance of the regular constabulary band concerts which have come to play such a prominent part in the life of the average Manilaan, with the announcement that the Governor General has informed the municipal board that when the money at present appropriated for the concerts has been expended, it will in all probability be possible to secure additional funds for that purpose.

The action of the chief executive has just come to light, says the *Bulletin*, it being learned that when the shortage of funds in this connection was brought to his attention he advised the municipal board to go ahead on the basis proposed by them, intimating at the same time that when those funds became exhausted, additional money would undoubtedly be forthcoming.

Chinese Benefit Shows. Three large benefit performances were to be given by a coterie of Manila Chinese at the Teatro Comedia on July 8, 9, and 10. This is the first time that an affair of this kind has ever been given by Chinese in which all white talent is used and the Chinese community is very enthusiastic over the outcome. Mr. Morrow, the magician, who made a big success at a Manila play house recently and will shortly open at the Bijou Theatre in Hongkong, was to lend his services.

The Chinese Minister. The *London and China Express* learns that the Chinese Minister, in consequence of the receipt of instructions from Peking, that he should finish some important business on which he is engaged, will not leave London for China for some months, and the arrival of the Minister from Vienna who was to act in London temporarily has been postponed.

C. P. R. and Allan Line. For a long time there has been a close working arrangement between the Canadian Pacific Railway and the Allan Line—they occupy the same offices in Liverpool, there was a transfer of financial interests and an interchange of directors a few years ago, while one vicissitude department acts for both—but there are again, the London correspondent of the *Manchester Guardian* hears, persistent rumours that an absolute fusion is contemplated almost at once. So far as the Canadian Company is concerned, an interesting development took place last week when it began to carry the United States mails to the Philippines in compliance with the request of commercial organisations in both countries. Hitherto postal matter has been taken from San Francisco to Manila via Hongkong by the Pacific Mail and Toyo Kisen Kaisha steamers, which occupy about 27 days on the passage. It is, however, expected that the Canadian Pacific liner *Empress of Russia*, which began the service, will cover the journey in 17 days from Vancouver by way of Yokohama, Kobe, and Nagasaki.

DAIRY FARM NEWS.

WE HAVE RECEIVED

NEW SHIPMENTS

OF

FRESH SIBERIAN SALMON,

SMOKED

KIPPERS, FILLETS & HADDOCKS

THE PONY RIDERS.

Nearly Knocked Down an Amah and Perambulator.

At the Police Court, this morning, before Mr. Wood, P. O. Shannon charged Shad Dand, an Indian, with recklessly riding a pony along Nathan Road and Chatham Road, Kowloon, on the 30th ult.

According to the evidence of the officer the defendant narrowly averted knocking down an amah who was in charge of a perambulator and two children. The pony left the road and mounted the hedge at the side of the road. The defendant had no idea of riding. He further aggravated his offence by giving a wrong name and said he had no fixed residence, as he had just arrived in the Colony. His address and name were ascertained afterwards.

A fine of \$10 was imposed. Two Chinese were fined \$5 each by Mr. Melbourne, at the Police Court, this morning, for recklessly riding ponies along Nathan Road, Kowloon.

THE LAST ACROSTIC.

Solution.

1. Solution. Gno
2. Obligation. O
3. L. Obligation. O
4. Obligation. O
5. Obligation. O
6. Obligation. O
7. Obligation. O

Notes. (1) Dal Segno. The musical sign to repeat. (3) The golden thrush (6) Experience is reality—see Mr. F. H. Bradley's "Appearance and Reality."

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 7.30 p.m. yesterday:—

Cyclone or Typhoon—Near or over northern Ladrone, or Mariana Islands, moving W. for W.N.W.

A Curious Story.

The police have received a story which they consider a doubtful one from a loki of a junk. He says he left with a friend on a trading junk \$290 in ten and twenty cent pieces with which the owner of a boat in which he was employed sent him ashore in a small boat when he thought pirates were about to attack his junk near Tai Leung village in Kung Bay. His master's boat was on a journey from Pinghoi to Hongkong.

New Macao Hotel.

The proprietors of the New Macao Hotel—formerly the Macao Hotel—announce that the hotel will be opened August 1. They have made arrangements to receive any number of week-end guests from Hongkong. The hotel has been entirely refitted and renovated and presents a very handsome and finished appearance both inside and out.

American Officer Decorated. Washington, July 6.—Your correspondent has learned on high authority that Colonel Henry P. McCain, adjutant general of the department of the Philippines, will be promoted to brigadier general in the near future.—*Bulletin*.

Forthcoming Naval Wedding.

A marriage has been arranged and will take place in October at Shanghai between Commander Henry O. R. Boucher, Royal Navy, son of the late Thomas Boucher and Mrs. Boucher, of Hemingstone, Walton-by-Cleveland, Somerset, and Patricia, daughter of the late Herbert Keith and Mrs. Keith, of 5k, Hyde Park-mansions, W.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on SATURDAY, the 18th. July 1914 commencing at 11 a.m. at his Sales Rooms, Duddell Street, A Portion of the Stock-in-Trade of a Well Known Tailor Shop.

comprising— 148 Pairs BROWN and BLACK BOOTS and SHOES, BUCKSKIN SHOES, CANVAS and TENNIS SHOES, etc.

BATH ROBES, TOWELS, MOSQUITO NETTING, STRIPED and PLAIN PONGEES, LADIES' BLACK, WHITE and BROWN STOCKINGS, etc., etc. On View from Friday, the 17th July.

Terms:—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

TO LET.

TO LET—No. 5 "Ormsby Terrace" Kowloon. Apply to SPANISH DOMINICAN PROCURATION.

TO LET.

TO LET—NICE FLAT of two ROOMS, in Kowloon; suitable for Europeans, airy, in good locality. Electric Light, Water, Bathrooms, Kitchen. Also place suitable for shop. Moderate rent. Apply H. Rutonjee, Royal George Hotel.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM EUROPE, COLOMBO AND STRAITS.

HE Company's Steamship

"KATORI MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 20th July, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents, Hongkong, 13th July, 1914.

Summit

COLLARS

SHAPE No. 40 WITH LOOK FRONT.

THE DOUBLE COLLAR THAT LOOKS EQUALLY WELL IN EITHER OF ITS SIX DEPTHS. 1 1/4, 1 3/4, 1 3/4, 2, 2 1/4, 2 1/2 inches.

QUARTER SIZES

\$4.50 PER DOZEN.

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MEN'S WEAR SPECIALISTS.

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WM. POWELL, LTD.

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TABLE CENTRES - -

- - TEA COSIES

WHITE MUSLIN CUSHION CASES.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CENTRE OF FLOWER STREET.

Be sure that these Musical Notes appear on every record you buy.



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It is the mark of excellence.

purity of tone & triple durability.

DEMONSTRATION DAILY.

THE ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS

Hongkong & South China.

THE DISTILLERS COMPANY'S DRY AND OLD TOM

LONDON GINS

THE "SHIELD" TRADE MARK.

MADE FROM THE FINEST BRITISH SPIRITS UNDER THE MOST APPROVED METHODS.

SOLE AGENTS

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Tel. No. 135.

8, Queen's Road Central, Hongkong.



SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
S'hai, Kobe & Moji	Laisang	Wed., 15th July at 4 p.m.
TIENSIN	Cheongshing	Thur., 16th July at 10 a.m.
SHANGHAI	Choysang	Thur., 16th July at noon
S'PORE, Pang & C'nta	Kutsang	Sat., 18th July at noon
MANILA	Loongsang	Sat., 18th July at 2 p.m.
SANDAKAN	Hinsang	Sat., 25th July at noon
MANILA	Yuensang	Sat., 25th July at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsing" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for first-class passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

Taking cargo on Through Bills of Lading to Kudat, Lahad Duta, Simporna, Tawao, Usukani, Jesselton and Labuan.

For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Den of Ruthven	19th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

For	Steamers	Date of Sailing
VICTORIA, V'VER, S'TLE, TACOMA & P'LAND	Den of Airle	10th August.

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

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NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

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WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2

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As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

RAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

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Dockyard Manager

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Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Tricte, via Singapore, Penang, Colombo, etc.	Koerber	S. W. Co.	15, July
Marseilles via Porto	Kitano M.	N. Y. K.	15, July
Favre, R'dam, & H'burg	Emden	H. A. L.	18, July
Glasgow and Rotterdam	Glensrae	S. T. Co.	18, July
London, via Usual Ports of Call	Assaye	F. & O.	18, July
M'les, Havre, Bremen & H'burg	Preussen	H. A. L.	19, July
London & Antwerp	D. of Ruthven	J. M. Co.	19, July
Genoa, Marseilles and Liverpool	Ajax	B. & S.	20, July
London, Amsterdam & Antwerp	Atreus	B. & S.	20, July
London & A'werp via S'pore etc	Nagoya	P. & O.	22, July
Hamburg	Hoerde	H. A. L.	24, July
Havre, Bremen & Hamburg	Silesia	H. A. L.	29, July
Marseilles, Rotterdam etc.	Stentor	B. & S.	1, Aug.
Havre & Hamburg & Co.	M'kormannia	H. A. L.	5, Aug.
T'to, Fiume V'ce, via S'pore etc.	Silesia	S. W. Co.	5, Aug.
Genoa, Dunkirk & Hamburg	Frissia	H. A. L.	7, Aug.
M'les, R'dam, Hamburg & A'werp	O.D.J. Ahlers	H. A. L.	22, Aug.
Havre, Emden & H'burg	Senegambia	H. A. L.	25, Aug.
H're, H'burg, A'werp & Co.	Dortmund	H. A. L.	5, Sept.

NEW YORK, SAN FRANCISCO AND CANADA.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Boston & New York	M. Castle	M. & Co.	16, July
San Francisco & San Pedro	Bessie Dollar	R. D. Co.	18, July
Y'ctoria, B.C., & T'mania S'hai & Co.	Canada M.	O. S. K.	22, July
Y'couver, via S'hai, Japan etc.	E. of Japan	C. P. R.	22, July
San F'co via S'hai & Japan & Co.	Shinyo M.	T. K. K.	23, July
San F'co via K'lung, S'hai & Japan	Korea	P. M. Co.	23, July
Boston & New York	Indrakula	J. M. Co.	27, July
Victoria, Y'ctoria, Seattle etc.	Andalusia	H. A. L.	2, Aug.
M'la, Japan and Honolulu	Chiyo M.	T. K. K.	4, Aug.
Boston and New York via Ports and Suez Canal	Royal	A. K. & Co.	5, Aug.
Y'ctoria, Tacoma, Seattle etc.	Teucer	B. & S.	5, Aug.
Victoria, Vancouver, Seattle, Tacoma & Portland	Den of Airle	J. M. Co.	10, Aug.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Tenyo M.	T. K. K.	25, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Nippon M.	T. K. K.	8, Sept.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	9, Sept.
Victoria, Y'ctoria, Seattle & P. (Or.)	Belgravia	H. A. L.	17, Sept.
Y'ctoria, Y'ctoria, Seattle & P'land (Or.)	Brasilia	H. A. L.	18, Oct.

AUSTRALIA.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Australian Ports via Manila	Nikko M.	N. Y. K.	29, July
Australian Ports via Manila	Aldenharn	G. L. Co.	31, July
Australia Ports	P. Waldemar	M. & Co.	8, Aug.

SINGAPORE, COAST PORTS, AND JAPAN.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Kobe and Yokohama	Katori M.	N. Y. K.	15, July
Singapore, Penang and Calcutta	Kutsang	B. & S.	15, July
Pakhoi and Haiphong	Sungkiang	D. S. Co.	15, July
Kobe and Moji	Dilwara	P. & O.	16, July
Shanghai	Devanha	J. M. Co.	16, July
Shanghai, Kobe and Moji	Laisang	B. & S.	16, July
Shanghai	Luchow	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Senegambia	H. A. L.	17, July
Shanghai, Moji and Kobe	Colombo M.	N. Y. K.	17, July
Swatow, Amoy & Foochow	Haiching	D. L. Co.	17, July
Manila	Loongsang	J. M. Co.	18, July
Shanghai and Tsingtau	Yingchow	B. & S.	18, July
Nagasaki, Kobe and Yokohama	Goettingen	M. & Co.	19, July
Tamsui via Swatow & Amoy	Daigi Maru	O. S. K.	19, July
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	20, July
Kobe	E. Waldemar	M. & Co.	21, July
Swatow, Amoy and Foochow	Haikan	D. L. Co.	21, July
Moji and Kobe	Colombo M.	N. Y. K.	22, July
S'hai, N'saki, Kobe & Yokohama	Yorek	M. & Co.	22, July
Anping, Takao via S'pore & Amoy	Sosho Maru	O. S. K.	22, July
S'pore, M'tius & South A'can P.	Salinis	H. L. L.	24, July
S'pore, Pang, Rangoon & C'nta	Tosa M.	N. Y. K.	25, July
Sandakan	Hinsang	J. M. Co.	25, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
Shanghai, Kobe & Y'hama	Paul Leont	M. M.	27, July
Nagasaki, Kobe and Yokohama	Kumano	N. Y. K.	28, July
S'hai, Moji, Kobe & Yokohama	Kawachi M.	N. Y. K.	29, July
Shanghai	China	S. W. Co.	1, Aug.
Shanghai, Y'hama, Kobe & Moji	Volwaerts	S. W. Co.	1, Aug.
Shanghai, Kobe and Yokohama	Indo M.	O. S. K.	13, Aug.
Bombay via Singapore, etc.	Alesia	H. A. L.	14, Aug.
Shanghai, Kobe and Yokohama	Sithonia	H. A. L.	23, Aug.
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	11, Sept.
Batavia, Cheribon, Samarang, & Co.	Tibodas	J.C.J. L.	Q. desp.
Japan	Tjilatjap	J.C.J. L.	Q. desp.
Shanghai	Tjikini	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, & Co.	Tjimahi	J.C.J. L.	Q. desp.
Shanghai	Tiltaroom	J.C.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO MORROW.

For	Vessel
Pakhoi	Sungkiang
Japan	Katori Maru
Colombo	Kitano Maru
Swatow	Haimun
India	Kutsang
Pakhoi	Keongwai
India	Takada

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessel
Shanghai	Yingchow

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Yokohama on July 4, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF INDIA left Kobe at midnight on July 10, and was due to arrive at Shanghai at 3 a.m. on July 14.

The C. P. R. s.s. MONTEAGLE left Moji at 5 p.m. on July 7, and was due to arrive at Kobe at noon on July 9.

The C. P. R. s.s. EMPRESS OF RUSSIA left Shanghai at noon on July 11, and was due to arrive at Nagasaki at 4 p.m. on July 13.

AMERICAN MAIL.

The P. M. s.s. SIBERIA with the United States mail left Yokohama on July 13, for Hongkong via Manila and is expected to arrive at this port on July 25.

ENGLISH MAIL.

The P. & O. s.s. DEVANHA left Singapore for this port on the 11th instant at 1.30 p.m. with the outward English Mail, and is due here on the 16th instant at about 6 a.m.

MERCHANT STEAMERS.

The I. O. S. N. s.s. FOOKSANG left Singapore on the 10th inst., and is due at Hongkong on the 16th instant.

The S. L. s.s. DEN OF AIRLIE left London on the 21st ult., and is due at Hongkong on the 8th August.

The S. L. s.s. DEN OF RUTHVEN from Shanghai is due here on the 15th July.

The S. L. s.s. GARNARVONSHIRE from Vancouver is due at Hongkong on the 26th Aug.

The I. L. s.s. INVERGLYDE from New York passed the Suez Canal on the 23rd June, and is due at Hongkong on the 10th July.

The I. L. s.s. INDRAKUALA from Yokohama is due at Hongkong on the 25th July, and will leave for New York via Manila on the 27th July.

The s.s. PRINZ WALDEMAR left Sydney on the 2nd inst. at 3 p.m. and may be expected here on or about the 25th July.

The s.s. INDRADAO passed the Suez Canal on the 7th inst. for Hongkong direct.

The s.s. C. APCAR sailed from Calcutta on the 5th inst., and may be expected here on or about the 21st inst.

The Ben Line s.s. BENGLOE from Middlesbrough and London, left Singapore for this port on 10th instant, and may be expected to arrive here on or about 16th instant.

TIDE TABLE.

13th July, to 19th July, 1914.

Day	High Water	Low Water
Mon 13	10 17 31	5 0 34
Tues 14	10 17 31	5 0 34
Wed 15	10 17 31	5 0 34
Thurs 16	10 17 31	5 0 34
Fri 17	10 17 31	5 0 34
Sat 18	10 17 31	5 0 34
Sun 19	10 17 31	5 0 34

VESSELS IN PORT.

Steamers.

Bourbon, Fr. s.s. 997, Levar, Naut. 26th ult.—Saigon, Gen.—Chinese.

Saxon Monarch, Br. s.s. 3,624, A. Walker 26th ult.—Philadelphia, Cassell—S. O. Co.

Seangchoon, Br. s.s. 3,722, V. Graves, 26th ult.—Singapore, 25th ult., Gen.—Chinese.

Rajatan, Ger. s.s. 1,169, C. Wolff, 26th ult.—Bangkok, 19th ult., Rice—B. and S.

Kolya, Br. s.s. 1,169, F. J. Pooley, 29th June—Manila, 28th June, Balias.

Bendoran, Br. s.s. 2,385, D. E. Calley, 2nd inst.—Singapore, 26th ult., Gen.—G. L. & Co.

Wongkai, Ger. s.s. 1,115, H. Oltmanns, 3rd inst.—Bangkok, 25th ult., Rice—M. & Co.

Aldenharn, Br. s.s. 2,410, G. L. Smith, 4th inst.—Manila, 2nd inst., Gen.—G. L. & Co.

Tamon Maru, Jap. s.s. 1,842, J. Kasai, 4th inst.—Saigon, Rice—Sun Wah.

Laertes, Br. s.s. 1,340, A. Jenkins, 5th inst.—Saigon, 30th ult., Rice & Gen.—Chinese.

Fooshing, s.s. 1,423, H. Alcock, 7th inst.—Haiphong, 5th inst., Coal—J. M. & Co.

Hopsang, Br. s.s. 1,359, C. A. Robertson, 6th inst.—Moji, 3rd inst., Coal—J. M. & Co.

Rhous, Br. s.s. 4,295, James Inkster, 7th inst.—Shanghai, 4th inst., Gen.—B. & S.

Derawongse, Br. s.s. 1,047, C. W. Shearer, 8th inst.—Saigon, 4th inst., Rice—A. Buno.

Kwongwai, Ger. s.s. 1,115, R. Petersen, 7th inst.—Bangkok, 29th ult., Rice—B. & S.

Mark, Ger. s.s. 4,019, Loewe, 8th inst.—Singapore, 2nd inst., Gen.—M. & Co.

Takada, Br. s.s. 1,960, 8th inst.—Moji, 4th inst., Gen.—D. S. & Co.

M. Jensen, Ger. s.s. 931, Jacobsen, 9th inst.—Swatow 8th inst., Rice—Chinese.

Hinsang, Br. s.s. 1,885, A. C. Kennedy, 10th inst.—Sandakan, 4th inst., Gen.—J. M. & Co.

Laisang, Br. s.s. 3,224, F. Mooney, 10th inst.—Singapore, 4th inst., Gen.—J. M. & Co.

Segovia, Ger. s.s. 3,767, O. Galsel, 10th inst.—Fochow, 7th inst., Gen.—H. A. L.

Yosio Maru, Jap. s.s. 2,394, Somekawa, 9th inst.—Wakamatsu, 3rd inst., Coal—O. S. K.

Canada Maru, Jap. s.s. 3,759, H. Yamamoto, 11th inst.—Shanghai, 8th inst., Gen.—O. S. K.

Johanne, Ger. s.s. 851, A. F. Uldrup, 10th inst.—Swatow, 9th inst., Gen.—J. & Co.

Fausang, Br. s.s. 1,400, H. S. Malkin, 10th inst.—Saigon, 7th inst., Rice—J. M. & Co.

Liangchow, Br. s.s. 1,320, W. Benson, 11th inst.—Shanghai, 7th inst., Gen.—B. & S.

Tsurugisen Maru, Jap. s.s. 2,559, S. Haraoka, 11th inst.—Moji, 5th inst., Coal—M. B. K.

Petchaburi, Ger. s.s. 1,373, C. Gosawisch, 10th inst.—Bangkok, 28th ult., Rice—B. & S.

Taming, Br. s.s. 1,358, G. H. Pennother, 11th inst.—Manila, 8th inst., Gen.—B. & S.

Cheongshing, Br. s.s. 1,356, V. Liddell, 11th inst.—Tientsin, 3rd inst., Gen.—J. M. & Co.

Demodocus, Br. s.s. 6,689, A. E. Dodd, 12th inst.—Singapore, 7th inst., Gen.—Order.

Eriven, Norw. s.s. 1,344, Nelson, 12th inst.—Kwangyen, 18th inst., Cement Stone—S. T. &

THE HONG KONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, JULY 14, 1914.

THE WORLD OF SPORT.

THE ASCOT MEETING DESCRIBED.

Aleppo Wins the Gold Cup for England.

[From Our Special Correspondents.]

London June 19. No one will doubt that Royal Ascot ranks as the premier race meeting of the year, even though Longchamps, where the Grand Prix takes place in France next week, represents the last word in social splendour according to the Parisians. The meeting which has been taking place this year has been held under the most brilliantly auspicious circumstances. There has been no Court mourning to interfere with the attendance each day of their Majesties and their distinguished guests from Windsor Castle. The meeting may be said in a social sense to have progressed in a crescendo-like scale. On the opening day, when the weather was cold and even chilly, the dresses were comparatively subdued, even for Ascot. On Tuesday a heat wave reached Ascot, and by Cup day, which was Thursday, the dresses to be seen in the Royal Enclosure and in the paddock were as luxuriant as the last word in daring and original design.

After all, though Ascot is socially incomparable, it is (writes "Centaur," our Racing Correspondent) the racing which makes the meeting the wonderful event it undoubtedly is in respect of the making of Turf history. Most people know that the prize money is vast and represents far more than is given at any other meeting. It totals approximately £50,000 which is really an extraordinary amount to be distributed over four days. Every race has some special interest. The events, of course, vary in their importance, but it is a fact that each event would figure prominently in the programme of any meeting held elsewhere. From the racing standpoint the meeting had a magnificent send-off on the opening day. There were three races of two miles—the Ascot Stakes, the Gold Cup, and the 60th Triennial Stakes.

The Ascot Stakes. Dealing first with the Ascot Stakes it has to be noted that an unusually large number of horses went to the post. Let it be recorded here that there is a great tendency in the chief handicapper for the fields to be very large. This race produced a favourite in the five-year-old named Washing Day who was thought to hold a great chance for the last Cesarewitch, only he went wrong a few days before the race. At Ascot he had a very light weight and obviously was much expected to win. Others considerably fancied were Ancey, the winner of the Great Metropolitan Stakes, Jim White, the winner of the Newmarket Handicap; The Guller, winner of the Chester Cup last year; and Redwood, who all figured on the 10 to 1 mark. The only one of these that managed to reach the first three was The Guller and he was third, beaten by a neck by Broadwood, owned by Mr. James de Rothschild, and Asparagus. All the way up the straight Asparagus seemed to have the race at his mercy, but then Broadwood came with a terrific spurt at the last and snatched a verdict on the post. To the astonishment of everyone an objection was lodged on behalf of the second on the ground

of bumping and boring, but it was overruled and the deposit money forfeited. The winner, it may be added, started at 25 to 1.

A Sister of Craganour. Glorvina won the Gold Cup for Lord Derby. This filly, who is a sister of Craganour, the horse that was disqualified for the Derby last year, had disappointed her owner in the Oaks. Her game, however, is clearly staying, for she came out and won this race easily by four lengths from Mr. J. de Rothschild's Cincinnatus, and the favourite, Mr. Haulton's Thistleton. Birmingham, who won the 60th Triennial Stakes for the Duke of Portland, is one of the best four-year-olds in the country, and a wonderfully improved horse. He is a son of William III, whose stock improve with age as a rule. The first horse got by that brilliant performer Bayardo to win a race is Mr. Waldorf Astor's two-year-old filly named Good and Gay, who was returned a winner of the Beesborough Stakes. But the most important race on this opening day for the two-year-olds was undoubtedly the Coventry Stakes which The Tetrarch won a year ago. On this occasion the winner proved to be Mr. W. M. Savile's Lady Josephine, the wonderfully bred filly by Sundridge from American Girl. She cost 1,700 guineas as a yearling, and the value of this race to the winner was £1,673. This smart filly has never yet been beaten. There were great hopes that His Majesty would win the Prince of Wales' stakes with Brakespear, but it was his fate to be beaten by Mr. J. Buchanan's Marten. The value of this race was £2,375.

Other Results. Coming to the second day, the chief event, of course, was the Royal Hunt Cup, and those who witnessed it will not soon forget its chief feature which, beyond all question, was the tedious delay of half an hour which took place at the starting post. It undoubtedly affected the chances of the horses with heavy weights to carry. The favourite was Prince Kinsky's Aiglon who, however, shattered his chances by making a bad start. The Carragh and Blue Stone were amongst the conspicuous failures but Braxted put up a fine show and was only beaten in the last 200 yards by a three-year-old named Lie-a-Bed owned by the trainer Jim East. This horse had the minimum impost of six stone and he had some chance on form. But few people cared to consider him seriously in a race of this description with a feather-weight jockey up. Hence his starting price of 25 to 1 and the surprise created by his victory. Taking a hurried glance at the other results, it may be noted that Lord Londonderry's Coronys, who only lost the Two Thousand Guineas by a head to Kennymore, was now returned the winner of the Ascot Derby, his two beaten opponents being Hapsburg and Dan Russell. It was a very smooth performance on the part of the winner, who showed that he could stay, and who is sure now to be seriously considered as a possible winner of the St. Leger. Lord Carnarvon's Wassilissa, second in the Oaks, won the Coronation Stakes of the value of £4,005 after a sharp tussle with the

favourite, Mr. Waldorf Astor's First Spear. Black Jester won the 50th Biennial Stakes for Mr. Jack Joel, and a rare surprise was occasioned when the French two-year-old Champagnant was beaten by Mr. Fred Potter's Calder Vale for the Fernhill Stakes, the winner's starting price being 20 to 1.

Gold Cup Day. A typical Ascot episode was witnessed when the well-known filly Bambusa, on whom odds of 13 to 8 were laid, was beaten out of a place for the Triennial Stakes. In this case the honours went to Mr. G. H. Williams's King Prim, by Your Majesty, a horse which was acquired for about 700 guineas as a yearling. Ascot Gold Cup Day was a magnificent function socially, though the heat wave to which reference has been made, was more pronounced than ever. Their Majesties made the journey from Windsor Castle in semi-State, and were accorded a great reception, and for the first time for several years, Queen Alexandra was present.

The Cup was won for England by Mr. "Fairie's" Aleppo, who already this year had won the Chester Cup. This horse, with the Junior, the winner of the Manchester Cup, were the chief hopes of England, though nine out of ten people reckoned the race a certainty for the French horse Bruleur, who a year ago won the Grand Prix in France. Bruleur this time did nothing to justify his pronounced favoritism. At the last moment the race looked like being won for England by a three-year-old named Willbrook, owned by Dr. Ryan, but Aleppo came with a great rush at the finish and got up at the post to win by something less than a length. The winner is a wonderful stayer, though his trainer, Alec Taylor, feared the ground would be too hard to suit him. This third day of the meeting was a very serious one for backers who met with some heavy reverses. Maiden Erlegh won the Rous Memorial Stakes all right, but Torchlight who started a 6 to 4 chance for the Granville Stakes got away badly, and could only dead heat for second place behind Armand, who belongs to a Frenchman, but is trained in an English stable. The plunge of the meeting was on Mr. Jack Joel's Happy Warrior to win the St. James's Palace Stakes, but the jockey of that horse did not distinguish himself, and most unluckily this hot favourite was beaten a neck by Colonel Hall Walker's Carrickfergus who started at 100 to 6. That owner, too, won the New Stakes, a very important race for two-year-olds, with Let Fly, a newcomer bred by White Eagle from a mare named Gondolotto. It was a very hard race, and the winner only just beat a good colt in Roseland who was conceding 7 pounds. A hot favourite for this race was Mr. Joel's Sunfire, who spurted at the start but would not have been good enough in any case. Hornet's Beauty beat Ogar for the All Aged Stakes and a disastrous day ended in Lord Derby's Light Brigade, on whom odds were being laid, being beaten for the Biennial Stakes by Mr. J. Joel's Sun Yat.

THE FOURTEENTH.

French Consul at Home.

The acting Consul General for France was at Home this morning in celebration of the 14th of July—the commemoration of the taking of the Bastille. During the morning complimentary visits to the French Consulate were paid by the A.D.O. (representing H.E. the Governor), by the various consular bodies, and by the heads of the leading commercial and shipping houses.

FLOOD RELIEF.

MR. WOOD'S REPORT ON THE SITUATION.

The Measures that are Being Taken.

Following is the report on the West-River-Flood sent by Mr. A. E. Wood to the Hon. the Secretary for Chinese Affairs. Mr. Wood, it will be remembered, was appointed by the Hongkong Government to act with the Chinese authorities in relief work. The report is dated July 8.—

Hon. Secretary for Chinese Affairs. On Friday night, July 3rd, I went up to Canton with a letter from His Excellency to H. B. M.'s Consul General and instructions to enquire into the question of Hongkong co-operation with the Chinese authorities in flood relief.

On Saturday morning, July 4th, Mr. Jamieson arranged for me an interview with Lung To Tuk. The To Tuk showed himself grateful at the prospect of Hongkong assistance, and promised to help us in every way possible. In the afternoon, I was received by the leading managers of the Kan Tsai Kung Sho, the Canton Relief Society, and it was decided that Hongkong relief would most suitably be administered from Shui Hing westwards. The Relief Society has already done, and is doing, excellent work in the immediate relief of distress, and it is assisted, and to a certain extent supervised, by a Government institution, known as the Oh'an Chan Oh'uo relief canvassing department, which is in the capable hands of Tang Yiu-kwong, the chief of the land police. A third body, the Tsz Chi Yin Kan Sho, is practically serving in this connection as an over-seeing society formed by the gent 5 2 Canton to supervise the Kan Tsai Kung Sho.

It is difficult to get exact figures of the money at the disposal of the Kung Sho, but there appears to have been a balance of \$70,000 from the 1898 relief fund; in addition, the Canton Government has granted \$50,000 and the Note Burning Society has granted \$30,000 worth of Canton notes out of those which should theoretically have been destroyed. Putting the value of these notes at a rough \$40,000 net, a total is obtained of \$280,000. To this must be added recent subscriptions from Canton merchants, which are estimated at a little over \$10,000 making a grand total of \$270,000. The Kung Sho is said to have \$40,000 left in hand, so it must have spent \$230,000 already.

That the destitution reaches very far up the river is shown by a telegram from Nanjing, from Cheung Mong Kei, the Civil Administrator of Kwongai, which Lung To Tuk showed me, asking urgently for 10,000 piculs of rice. On July 4th, 5,000 piculs had already been sent up to him.

On Sunday July 5th, Lung To Tuk, invited H.B.M.'s Consul, Messrs. Chau Shin-kei, Lam Heng-lun and Tong Yat-chun, directors of the T.W.H., and myself to tiffin, where we met several members of the Kung Sho, the head of whom was Ts'an Sat-ngan. Yin Ka-chi, financial commissioner, who is connected with the Oh'an Chan Oh'uo, and Lung Yiu-pak, whose title is tuk pan, Shui Yung-Lo, Son Tsung Oh'uo, a civil officer, which has much in common with that of the Taotai of the T'ung Dynasty. It is with this official, whose headquarters are at Shui Hing,

that the Hongkong Government will have to co-operate to a large extent in giving relief round Shui Hing. The To Tuk was kind enough to promise the use of a gun-boat to the Hongkong relief-officer, and he also undertook to see, through the Chief of Police, that any food sent from Hongkong should be forwarded at once under escort up the river to the Hongkong officer.

The three gentlemen of the T.W.H. and I returned to Hongkong that night, and on Monday, July 6th, after a meeting of the Legislative Council (a report of whose proceedings has appeared in the Press), I was directed to proceed at once to Shui Hing. The T.W.H., who had readily agreed to combine their relief-funds with those of the Hongkong Government, were fortunate in getting Mr. Tong Yat-chun to go also and on Tuesday July 7th, he and I found ourselves on board the two-funnelled gunboat Kong Kung, which the To Tuk had placed at our disposal. We had to await Lung Tuk-pan and Tang Hon-kwong, brother of the Chief of Police, who is a native of Ko Yiu, (a district the headquarters of which are situated in Shui Hing city, and chief of the life-saving battalion of the Canton Police Department. As he is well acquainted with the neighbourhood of Shui Hing, his presence should prove useful. It was not till 4.30 p.m. that we got under weigh.

To-day, July 8, at 8.0 a.m. we passed Kau Kong. This is one of the chief places in a district devoted to mulberry cultivation. Its most important bank, the Song Yui Wai, has broken for the first time since the '7th year of 'To' Kwong (about 1827). This bank is several miles long, connecting Kwan Shan with Kau Kong round Sai Chiu S'han. In consequence of its bursting, the country-side is flooded over an extent of seven or eight li from the river banks. But had as the disaster is, the distress is said not to be so great as in other places, such as Ko Yiu district, because Kau Kong has many rich connections and apart from the work of the Kan Tsai Kung Sho, considerable individual help has been given. I saw one relief junk moored by Kau Kong, having been towed from Fatsan.

At 7.0 a.m. we passed Kwa Lo on the left. This village is in the Honshan district. All along here the mulberry trees are ruined. At 8.0 a.m. we reached T'ai Ping Hon, in Namchei district, near the borders of Sam Shai district. From the highwater mark, clearly shown about 2 feet above the doorstep of some houses on the bank, it could be seen that the water has dropped a good twenty feet. Further on, near Fu Wan, in Sam chui district, piles had been driven for protection, and the bank had not broken.

Shortly after 9 a.m. Kam Chan and Kam Tei appeared on our left. This region is very populous and the destitution is said to be severe. Relief has been sent by Lei Sz-ling, the Military Pacificator stationed in Shui Hing. This is still a mulberry growing district. The bank of Pak Nai Wai, a little further on, on the right, has burst. Hitherto it had been difficult to realise what the flood meant, as the deck of the Kong Kung is low, and one cannot see above the river-bank. But at Wong On, where there has been a bad break in the bank, I ascended the ship's conning tower, and as far as I could I saw to the right a vast tract of paddy land was completely submerged; to the left, the near hills formed a boundary. People here are living with their water-buffaloes on the top of the river-bank. There must have been numerous deaths inland, many of the houses having been at one

time completely submerged.

At noon we reached Han Lik, where were three launches from Canton with relief.

We arrived at Shui Hing at 1.30 p.m. Of 24 wai in the neighbourhood of Shui Hing, one only has not burst—that adjoining the city itself.

[Note: When one speaks of so many different "wai," one means so many different sections, under the management of different village groups, along the line of the river bank.]

The city itself has not been penetrated by the flood. It had a narrow escape, but by successful use of planks and earth, the water has not entered the city, which appears perfectly normal, and has in fact not been greatly inconvenienced. The suburbs, however, have been several feet under water. Rice is on sale in the city shops at about \$5.00 a picul. I am told it is from Hongkong.

On landing, I called in Lei Sz-ling. The method of relief that he and Lung Tuk-pan have been employing is to give rice to the village elders for distribution. This is a convenient method, but it has obvious drawbacks. There would be the tendency to over-represent the destination of one's own village or group of villages, and the danger of isolated and homeless families being neglected. I have arranged with Lei Sz-ling and Lung Tuk-pan to go to-morrow in a shallow draught launch on an extended visit round the neighbourhood, chiefly to the comparatively remote places. Mr. Tong Yat-chun and I will then be able to form a more definite opinion of what is necessary, but at present it seems that immediate relief is not such an urgent necessity as we at one time thought, and that the repair of banks, now that the water is dropping so much, will very soon be important, to enable the second crop to be planted and houses to be rebuilt, and when that is done, to protect them from another rising of the river this summer.

To-morrow I shall be better able to judge, but I write this report to-night, as I had hoped to reach Shui Hing last night and you will be wanting to know how things stand. There is one point that I have not mentioned. Yesterday morning, at the request of Mr. Jamieson, I called on the Reverend Pere Fourquet, of the Roman Catholic Cathedral, in Canton. The Reverend Father is eager to do all he can in the way of relief and has already spent about \$5,000 in distributing food round Kam Chun and Kau Kong. He has one boat which goes round distributing. He would like one more in order to do the Kam Chun neighbourhood more thoroughly. (I told him that Kam Kong was being well looked after.) He said with conviction that what he required was biscuits, and native potatoes, rather than rice which the people had not wherewithal to cook. Now, this is contrary to all that I have heard from Chinese sources; the Kan Tsai Kung Sho assured the T.W.H. that biscuits were not convenient, and I have been told of every district about which I have enquired that cooking materials and facilities are available for the people, and that rice is best, as being less wasteful and more acceptable. However, as Pere Fourquet spoke with such conviction it may be that he has tapped fields which others have left untouched, and I suggest that supplies of biscuits might be sent and possibly also money to buy or hire another boat. Mr. Jamieson would receive anything consigned for the Reverend Father and would be able to give further information.

The Father offered to give every assistance in his power in

"RUBI" AND "ZAFIRO."

To Be Laid Up in Hongkong and Sold.

The Philippines Steamship Company's steamer Rubi left on Saturday evening for the Philippines on her last run thither. She will later return to Hongkong, and, together with her sister ship, the Zafiro, will be laid up here.

The steamers have been taken off the run because it has not been found possible, under existing conditions, to make them pay. On making enquiries from the agents, Messrs. Shaw, Tomes and Company, this morning, we were informed that there is no question of the boats being employed on another run; they will be laid up here for sale. We are also informed that the services of the whole of the ships' officers will, in the circumstances, have to be dispensed with.

the way of nursing any sick or tending any orphans and expressed himself as proud to work with the Hongkong Government.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C. P. R. s.s. EMPRES left Nagasaki at 3 p.m. on July 12, and due to arrive at Shanghai at 3 a.m. July 14.

The C. P. R. s.s. MONTEAGLE left Kobe at 6.30 a.m. on July 11, and due to arrive at Shanghai at 3 p.m. on July 12.

The C. P. R. s.s. EMPRESS OF RUSSIA left Nagasaki at 3 p.m. on July 13, and due to arrive at Kobe at 3 p.m. on July 14.

The O. P. R. EMPRESS OF ASIA left Vancouver on July 9.

The I. O. S. N. s.s. FOOKHANG left Singapore on the 10th inst., and is due at Hongkong on the 16th inst.

The I. C. S. N. s.s. WOSANG left Shanghai on the 11th inst., and is due at Hongkong on the 16th inst.

The S. L. s.s. DEN OF AIRIE left London on the 21st ult., and is due at Hongkong on the 8th August.

The S. L. s.s. DEN OF RUTHVEN from Shanghai is due here on the 15th July.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 26th Aug.

The I. L. s.s. INVERCLYDE from New York passed the Suez Canal on the 23rd June, and is due at Hongkong on the 19th July.

The I. L. s.s. INDRAKUALA from Yokohama is due at Hongkong on the 25th July, and will leave for New York via Manila on the 27th July.

The I. L. s.s. INDRAWADI from Sebang is due at Hongkong on the 17th inst.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE WEST POINT BUILDING Company, Limited.

An Interim Dividend of Two Dollars per share for the six months ending 30th June, 1914, will be payable on Tuesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

A. SHELTON HOOVER, Secretary to the HONGKONG LAND INVESTMENT & AGENCY Company, Limited, General Agents for the WEST POINT BUILDING Company, Limited, Hongkong, 14th July, 1914.

THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, TUESDAY, JULY 14, 1914.

FULL COURT OF APPEAL

INTERESTING APPEAL CASE HEARD TO-DAY.

\$85,000 at Stake.

This morning the Full Court of Appeal, consisting of Sir Havilland de Saumarez, president, Mr. Justice Gompertz, Chief Justice, and Mr. Justice Hazland, Puisne Judge, sat to consider the appeal of the defendant in the case of the Great Western Smelting and Refining Co. v. F. P. Marques of Macao.

In the original action the plaintiffs, the Great Eastern Smelting and Refining Company, successfully claimed from the defendant, F. P. Marques, the sum of \$85,452, being the balance due under a guarantee for the payment of \$200,000 given by the defendant to Messrs. Arndt & Co., of Hongkong, would repay a loan to this amount.

The defendant asked that the judgment of the Chief Justice, Sir W. Rees Davies, K. C., might be reversed, that judgment entered for the defendant, and that the costs of the appeal and of the hearing in the Court below, be paid by the plaintiffs.

The Hon. Mr. H. E. Pollock, K. C., with whom was Mr. F. O. Jenkin, instructed by Mr. Leo D'Almada e Castro, appeared for the appellant, and Mr. E. H. Sharpe, K. C., with whom was Mr. Eldon Potter, instructed by Mr. Beavis, of Messrs. Wilkinson and Grist, for the respondents.

Mr. Pollock informed their Lordships that he proposed to argue the case upon one issue only practically. Had the plaintiffs, who were the respondents in the appeal, proved that the defendant was liable to pay anything under his contract of guarantee? They submitted that the answer to the question must be in the negative, and if their Lordships were with him on that point it would be unnecessary for him to go further than that. That was to say, it would be unnecessary for the court to decide in any way the numerous special defences which were raised in the statement of defence or the points in reply which were pleaded by the plaintiff in answer to those special defences. Of course, he was not naturally asking either their Lordships or his learned friends on the other side to assent to any particular course of procedure or to assent to his adopting any particular course, but he thought, when he had gone a short way with the case, their Lordships would see that the appellant's case was so strong upon the issue, in regard to which the burden rested upon the respondents, that the appellant must succeed, and if that were so the special defences and the pleas in reply could be swept on one side altogether, and it would follow that judgment would be entered for the appellant without these other matters being gone into at all.

As their Lordships were no doubt aware, the plaintiffs were suing upon a contract of guarantee and the amount for which they were suing was, in round figures, \$85,000. The circumstances which led up to the giving of the guarantee were as follow. A Chinese named Wong Lan-sun, apparently at the suggestion of Messrs. Arndt and Co., under a guarantee, approached the Kwangtung Government with regard to a speculation in bronze and iron. The idea was that a contract should be formed between Wong Lan-sun, who was trading under the style of Man Sang and Co., and who was living at Canton, and the Republican Government at Kwangtung, to purchase bronze and cast iron cannon. It was clear that what was meant

was that all the bronze cannon and cast iron guns in the Kwangtung Province should be disposed of. Certain prices, which were not mentioned in the agreement, were arrived at, and there was to be a deposit, which was to be paid by Wong Lan-sun, settled at \$200,000.

In connection with that deposit, it would be material for their Lordships to note that the agreement was made in Canton with the Republican Government and consequently the deposit was to be \$200,000 Canton currency and not Hongkong currency. The agreement, after providing for the deposit, stated how it was to be paid—in three instalments:—\$70,000, \$30,000, and \$100,000. The contract was for the purchase of 40,000 tons of cast iron and 1,000 tons of bronze cannon.

Wong Lan-sun assigned his right to Messrs. Arndt and Co., who, consequently, had to find the deposit of \$200,000. The next document of importance was the agreement between the plaintiffs and Arndt and Co. which led up to the guarantee. This document recited the agreement between Wong Lan-sun and the Kwangtung Government and went on to recite the agreement between the former and Arndt and Co. to sell them bronze and iron cannon for prices "hereinafter mentioned." Clause 10 of this agreement was very important indeed:—The said company (the plaintiffs) shall pay to the said firm (Arndt and Co.) the sum of \$200,000 Hongkong currency, of which \$70,000 shall be paid forthwith, \$30,000 shall be paid on or before August 3, 1912, and \$100,000 on or before August 10, 1912, which said sum of \$200,000 shall be deducted from the said purchase price between the said firm and the said Company on each shipment of bronze and cast iron, at a rate of 25 per cent. of the invoice amount, and should there be any balance in the hands of the said firm after the completion of the said agreement, and after payment of the last shipment of the said bronze and said cast iron, the same shall be returned to the said company by the said firm forthwith.

Clause 10 was a most important one because it would be seen from it that the \$200,000 was to be paid over to the firm with a special agreement as to the repayment and as to the method in which such repayment was to be made. They submitted that under the agreement, the sum of \$200,000 was not what one might call a loan by the plaintiffs to the firm in the ordinary sense of the term at all. It was a sum of money paid over by the plaintiffs to Arndt and Company for the purpose of being used as a deposit with the Kwangtung Government and there was a proviso in Clause 10, not that that \$200,000 should be repayable promptly or at any near future date, but only when the agreement was completed and if there was any balance remaining due to the plaintiffs, Arndt and Co. would repay it.

Counsel explained that the appellant guaranteed Arndt and Co. in the amount, but the payment of \$200,000 Hongkong currency was due to fraud on the part of Arndt who represented to Mr. Pink, the plaintiff's representative, that what was required was \$200,000 Hongkong currency whereas \$200,000 Canton currency was required. Arndt never applied the difference in exchange—some \$38,000 Hongkong currency—for the purposes of the agreement. There was a further sum in the same category as the \$38,000, and that was a sum of \$50,000. It was withdrawn from the deposit with the Canton Government before the guarantee agreement was entered into.

The President remarked that, for the last two hours, counsel had been addressing them in respect of these sums, but neither himself nor the Puisne Judge had any clear idea of the history of the case.

Mr. Pollock submitted, in reply, that if he could show that the appellant was not liable for either of the sums mentioned, he was not liable for any other sum whatever.

Continuing, after tiffin, Mr. Pollock submitted that, on the true construction of the deed of guarantee, the document was a guarantee of a contingent liability to arise in the future and it could not, upon its true construction, cover money in regard to which Arndt and Co. had become liable to the plaintiffs prior to the date of the guarantee. The position was that the \$50,000 was a liability and treated as such, altogether independent of the carrying out of the contract by Arndt and Co. and independent of the shipment of bronze and

THE EVINRUDE.

A New Departure in Marine Motors.

In the Evinrude, a very remarkable marine motor has found its way to Hongkong. This clever piece of mechanism, for which the local agents are Messrs. Garrels, Boerner, can be fitted on to practically any type of small boat, from a skiff to a cutter—or a sampan, for that matter.

This morning we had an opportunity of testing one of these machines, during a run round the harbour, and, the moment we were under way it became evident that, from the point of view of the tourist, the sportsman and the explorer—to say nothing of the business man whose affairs bind him to seek the quickest mode of transit—the Evinrude is hard to beat. Nothing could be simpler. Adjustable cramps are fixed to the engine by means of which it can be fastened to the stern-board of any type of small craft; the magneto is concealed within the wheel itself, and steering gear, motive power and everything else are included in this small concern which, at the most, does not exceed fifty pounds in weight.

This invention, which is American, has now been on the market some five years, and, during that time, has gradually been creeping into universal favour. Indeed the present output of the Company is over 80,000 per annum.

The oil tank holds, roughly, about 1.1-2 gallons, and is supplied with ordinary petrol with the addition of a little lubricating oil which penetrates to all parts of the mechanism and keeps everything in going order. The motor will propel the ordinary row-boat more quickly than the average 5 H.P. gasoline launch, and—no small advantage this—the space occupied by the machinery has not to be taken into calculation, as practically all of it is over the stern of the boat. A speed of six knots an hour can easily be maintained.

To firms doing business in the Harbour and up the Canton River, such an invention will indeed prove a boon; while to planters in countries like the F.M.S. and Borneo, who have hitherto had to choose between running up and down river in a native prahu or ordering an elaborate and expensive motor boat out from Home, the Evinrude should prove a positive god-send.

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Mr. Pollock submitted, in reply, that if he could show that the appellant was not liable for either of the sums mentioned, he was not liable for any other sum whatever.

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iron for the purpose of fulfilling that contract.

The plaintiffs had treated the matter as a liability of Arndt and Co., altogether irrespective of the carrying out of the main agreement—the shipment of the bronze and iron. He must confess that the plaintiffs had been quite consistent throughout on the point, but he submitted that it put them altogether out of court when they brought this action upon the principle that these monies were payable in pursuance of the agreement and in the true course of carrying out the agreement. It was obvious, from the letters of Mr. Pink and those of Messrs. Wilkinson and Grist, that these sums of money, \$50,000 and \$8,000, could not be covered by the letter of guarantee.

As an alternative to the main arguments with which counsel had addressed their Lordships, he also submitted that the agreement for the sale of bronze and iron never properly came to an end. It was brought to an end by an agreement to which the appellant was never asked to consent.

The case was proceeding as we went to press.

H. M. S. Triumph.

H. M. S. Triumph is a present in the naval dry-dock.

Arrived from Shanghai.

Sir Havilland and Lady de Saumarez, who arrived from Shanghai on the French mail, are the guests of Mr. H.G. Stephen, at "The Cliffs."

Latest Advertisements.

Consignees' notice regarding the Katori Maru is issued.—Page 5.

A nice two roomed flat is advertised to let.—Page 5.

No. 5, Ormsby Terrace, Kowloon, is to let.—Page 5.

Mr. G. P. Lammert is selling by auction on the 18th inst. a portion of the stock-in-trade of a well known tailor shop.—Page 5.

Bijou Theatre.

The Bijou Theatre is showing an exceptionally good programme just now. In addition to the Pathé Gazette, which always claims attention, the Bijou has screened a series of Pathe cartoons—lightning artist work, exceedingly clever and full of live interest. The ever-popular Willes figures in a delightfully funny film entitled, "Willes tricks the Detective", and this is followed by a long three-part picture, "The Curse of War," wherein the type of warfare to be looked for in the immediate future, now that the aeroplane is coming to its own, is startlingly portrayed.

Useful Innovation.

On the back of the daily weather report circulated by the Royal Observatory, Kowloon, there appears a diagram showing the track of the typhoon. This is an innovation which should be much appreciated.

Khyber's Cargo.

The cargo shipped from Hongkong by the P. and O. steamer Khyber, on the 8th inst. included 20 rolls of mats for Amsterdam; 25 bales of human hair for Hull; 50 bales of waste silk, 90 boxes of tea, 303 rolls of mats and matting, 853 packages of fireworks, 224 bales of metal ore and 165 cases of chinaware for London; and 100 bales of waste silk for Marseilles.

THE TAIKOO MURDER.

Inquiry Held This Afternoon.

At the Police Court this afternoon, Mr. J. B. Wood held an enquiry into the death of the Chinese watchman who, it was alleged, was murdered at Taikoo Docks on the 4th inst. Deceased was found on a light railway line, with a wound in his chest.

William Henry Morris, a draughtsman at the Docks, said that on Saturday, July 4, he was on his way out of the works to tiffin, and when walking by the blacksmith's shop he saw a man run out. The man ran past witness and he was being chased by the deceased. The man disappeared through another door in the shed and the deceased collapsed on the railway line. Two Europeans were walking up behind witness and they saw there was something wrong. Blood was oozing from the body of deceased. Witness did not have much chance of seeing the man whom deceased was chasing. He would not be able to recognise him; to him the Chinese were so very much alike. Witness had been in the Colony twelve months.

Dr. McKenny, in the course of his evidence, said he first saw the body of the deceased at the mortuary on the morning of the 5th. Deceased was identified on the 6th. by three persons. He found on the deceased three wounds. The first wound was on the chest, on the left side of the breast, going an inch and a half towards the centre. It was clean cut and deep. It went through the lung and finally entered the heart. The wound was caused by a sharp pointed instrument, fairly flat, and probably sharp at both edges. This was the fatal wound. The second wound was on the right arm, midway between the shoulder and the elbow on the outer side, and was three-quarters of an inch in length. The wound was presumably a stab one. The second wound was probably caused by the same instrument as the first wound. The third wound was on the right wrist, about two and a quarter inches in length, and was superficial; it was more in the nature of a cut than a stab. There were no other marks of injury, and the cause of death was haemorrhage from the lung and heart. A man might possibly run fifty or sixty yards after receiving the first wound. He could not say whether death was speedy or not, because people had been known to live twenty-four hours after such an injury.

Dr. G. D. R. Black said he was called to the docks about noon on the day in question. He found the deceased alongside the railway line lying on his back. He enumerated the wounds he saw, which compared with those mentioned by Dr. McKenny. The deceased was lying unconscious. He died a minute after witness arrived. He was unable to do anything for the deceased. He left the body exactly as it was found, for inspection by the police.

A Chinese witness said he saw the deceased fall, but he did not see the other man.

Sergeant Angus said if witness saw the deceased fall he must have seen the other man, because the latter passed by where the witness was lying; if witness was awake he must have seen him. The witness and several others had been reluctant in giving evidence.

The finding was that the death of the deceased was caused by a stab wound received from the person who has not been identified.

PUBLIC AUCTION.

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

TO-MORROW,
the 15th July 1914, commencing at 5 p.m.

at his Sales Rooms, Duddell St.
A Fine Collection of Postage Stamps, in a Sectional Imperial Album.

(The collection has been divided up so that each country in its own Sectional album comprises one lot. No stamps have been removed from any section prior to sale).

On view from Saturday the 11th July.

Catalogues will be issued.

Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions from D. Wessels Esq. to sell by Public Auction on

TO-MORROW,
the 15th July 1914, commencing at 11 a.m. at No. 3 Fair View, Kowloon.

A Quantity of Valuable Household Furniture.

Comprising:—
TEAK HATSTAND, tapestry covered DRAWING ROOM SUITE, TEAK SIDEBOARD, EXTENSION DINING TABLE and CHAIRS, DINNER WAGON, OVERMANTEL, TEA TABLES, WRITING TABLE, MARBLE CLOCK, BRASS WARE, LACE CURTAINS, CARPETS, RUGS, DINNER SERVICE, GLASS & CUTLERY WARE, ICE CHESTS, etc., etc. DOUBLE & SINGLEWARD ROBES, TOILET TABLE, WASHSTAND, TOILET SET, IRON REDSTEADS, etc., etc.

One IRON SAFE.
On view from Tuesday, the 14th July.

Catalogues will be issued.

Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

CONSIGNEES

INDO CHINA STEAM NAVIGATION CO., LTD.
From CAIGU TA, PENANG & SINGAPORE.

THE Company's Steamship

"LAISANG,"
having arrived from the above ports, consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 11th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, 10th July, 1914.

"INDRA" LINE, LIMITED.
NOTICE TO CONSIGNEES.
From NEW YORK, via SUEZ CANAL.

THE Steamship

"INDRAGHIRI,"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 15th July will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 14th July at 9 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatsoever.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 8th July, 1914.

Don't forget after the Show Supper, and Light Refreshments
ALEXANDRA CAFE,
Open Till Midnight.

CONSIGNEES

NORDDEUTSCHER LLOYD,
BREMER.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MARK,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 15th of July, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 15th inst., at 9.30 a.m. All claims must reach us before the 22nd of July, 1914, or they will not be recognized.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD
MELCHERS & Co.,
General Agents.
Hongkong 8th July, 1914. [605]

THE ROYAL MAIL STEAM PACKET COMPANY.

THE Steamship

"RADNORSHIRE,"
From PACIFIC COAST and JAPAN.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo impeding discharge or remaining on board after 9 a.m. 9th inst. will be landed at Consignee's risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance will be effected.

No claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on 15th July will be subject to rent and landing charges.

All chafed and otherwise damaged cargo must be left in Godown and examination of same will be held on 14th July at 10 a.m.

All Claims must be presented on or before 20th July otherwise they will not be recognised.

JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, July 8th, 1914.

NORDDEUTSCHER LLOYD,
BREMER.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of July, at 9.30 a.m.

All claims must reach us before the 22nd of July, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 8th July, 1914. [609]

HOTEL LISTS.

Hongkong Hotel.

Abraham, E. S.	Mackintosh, F. A.
Alport, C. M.	Marriott, Dr. O.
Bate, E. R.	Matheson, Miss M.
Bell, G. J.	Matheson, Mrs. R.
Belmont, Mrs. E. R.	
Bena, G. A.	Macdonald, J.
Bellmann, E.	Mahta, B. K.
Black, W. M.	Mercer, J.
Bromley, F. G.	Merriman, S.
Cambridge, A. J.	Meyer, O. E.
Chilton, W. B.	Middleton, G. S.
Classen, H.	Milkinson, W. S.
Clayton, W. E.	Moore, Dr. & Mrs. W.
Colman, Dr. L. E. F.	
Corry, G. P.	Moore, Dr. & Mrs. W.
Douglas, D. S. S.	Moyor, P. F.
Drost, B.	Musco, Newton D.
Duckwood, F. F.	Potter, S.
Duffy, Miss M. E.	Powell, M.
Ehrenfels, Mr. & Mrs. H. C.	Ray, E. H.
Fahr, H.	Readwin, H.
Gibb, J.	Reay, Miss F.
Grisogono, P. de.	Rowell, J. P.
Hall, Capt. T. P.	Seddon, Mrs.
Handley, Pegg, H.	Smyth, F.
Hanley, Lee, L. F.	Smyth, A. B.
Hanley, W. A.	Smyth, V.
Harper, G.	Smyth, Miss A.
Heimann, P.	Spicer, Mr. & Mrs. F.
Hewitt, Hon. Mr. E. A.	
H. C. M. G.	To Dr. Herbert.
Hunter, R.	Tozer, E. M.
Koch, Capt. & Mrs.	Walker, Capt. H. A.
Lambert, Mrs.	Warren, F. J. T.
Lampman, Mr. and Mrs. H. A.	White, F. W.
Lambert, E. B.	Winkler, Mr. and Mrs. F.
Lampton, A.	Wood, G. G.
Lloyd, G. T.	Wright, Mr. & Mrs. J. F.
Lobel, F.	

Carlton Hotel.

Ballantine, Mr. and Mrs. B. A.	Lewis, F. S.
Barnes, C.	Lloyd, A.
Barnes, C.	McAnsh, Capt. J.
Cameron, W.	McMahon, J.
Cronin, Lt. Gen.	Moher, Mrs. M. L.
Dennis, R.	Mujumdar, Dr. A. R.
Endes, W. J.	Patton, W.
Fell, A. M.	Pauls, R.
Francisco, J. R.	Pratt, Mr. & Mrs.
Fletcher, O. W.	Riggs, A.
Gair, C.	Russell, A.
Gappas, The.	Ruth, J.
Gappas, Lewis.	Silva, Mr. & Mrs.
Garratt, E. F.	Tall, Mrs.
Gladdwell, T. A.	Ugarte, Jua.
Grospe, E. A.	Walker, Mr. and Mrs. F.
Gregory, T. M.	Walling, Mr. & Mrs. D. O.
Grundy, A. J.	Whitely, A. R.
Higgins, C. J.	Widdowson, D. C.
Hollway, H. D.	Woodgate, A. M.
Jackson, Mr. & Mrs. W. W.	
Juan, I. S.	

King Edward Hotel.

Adams, E. C.	Hall, Mr. P. C.
Arnold, J.	Hargreaves, Mrs. J. E.
Bidwell, Mr. & Mrs.	Haynor, Mr. H. O.
Brogger, Dr.	Hecol, Mr. O.
Budge, W.	James, Mr. E.
Burris, Mrs. H.	Joseph, Mr. J.
Chang, Mr. H.	Koroste, Mr. W.
Cox, Mr. A. H.	Kraft, Mr. & Mrs. W. D.
Cuz, Mr. F. W.	
Deane, Dr. A. H.	Lauriston, Mr. & Mrs. A. C.
Donaldson, Mr. W. A.	
Drummond, Mr.	Lippert, Dr.
Duffy, Mrs. M.	Malcomson, Capt.
Evers, Mr. E. W.	Mrs.
Foy, Mr.	Malley, C. F.
Gardner, Capt. & Mrs. Massey.	Miller, Mrs. F. A.
W. L.	Murphy, B.
Giesol, Mr.	Nobbs, A. F.
Gilke, Mrs. B.	Oudenhorst.
Glass, Dr.	
Hager, Mr. A. R.	

Grand Hotel.

Above	Kunlin
Allen	Langham, Dr. & Mrs.
Baborg	Laugley
Boo	Lebmann
Bonito	Low
Blackley	Nier
Bondewyns	Rimder
Brown	Roller
Cow, Mr. & Mrs.	Ruckins
Dietz	Scott
Dillen, Maria	Shattock
Fleming, Mr. & Mrs.	Stall
Foster, Mr. & Mrs.	Steinhart
Gaylor	Stenthor
Gildersblom	Stott
Gough	Weissenborn
Harlan	Welfe
Hermann	Wilson, Dr.
Hicks, Mr. & Mrs.	Wilken, Mr. & Mrs.
Higgins, Mr. & Mrs.	Watson
Holteitler	Wolman
Han	Wright, H. H.
Jaroline	Ybionaga
Key, Dr.	Young
Kuhn	Yukin
Knapton	

Craigiburn.

Bennett, H. B.	Hollingsworth, Mr. & Mrs. A. H.
Bond, W. O.	McGill, J.
Brown, O. B.	Robinson, Geo. A.
Caldwell, Mr.	Smith, Mrs. J. Grant
Caldwell, Miss	Smith, Mrs. J. Grant
Carpenter, Mr. & Mrs.	Smith, Mrs. J. Grant
Crow, Miss	Smith, Mrs. J. Grant
Dayle, Mrs. Madison	Turner, G. F.
Galbraith, V.	Wilson, Mr. and Mrs.
Harbord, W. F.	Wright, A. E.

ENTERTAINMENTS.

VICTORIA THEATRE.

To-night 9.15 To-night

A complete change of Programme

headed by the

Magnificent Dramatic Film

"MATERNITY"

IN 3 PARTS.

and the latest

Gaumont Graphic.

Last appearance of the world-renowned

MIGUEL SCHERBELIS.

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday 11th July.

The great sensational drama

"THE CURSE OF WAR"—Length 5,000 Feet.

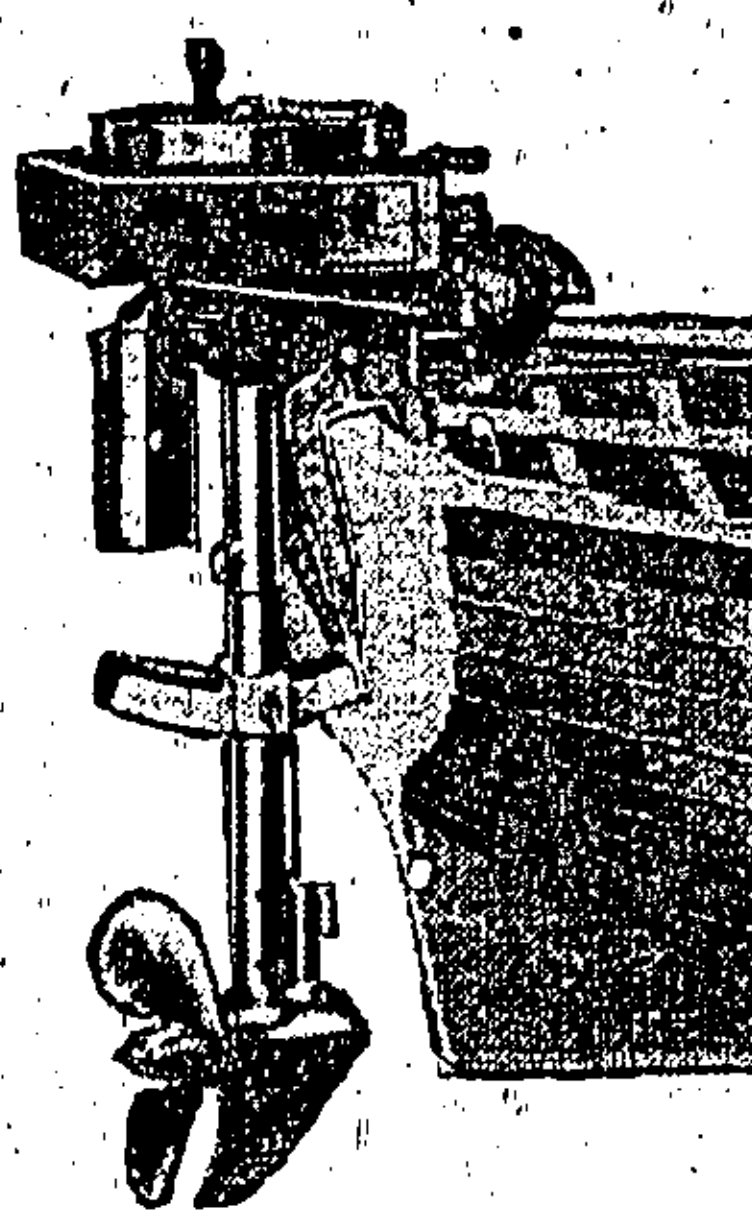
"PATHE'S CARTOON & INTERNATIONAL GAZETTE"

LOOK OUT FOR

"ALBERT MORROW"—one of the

World's best Magicians.

NOTICE.



EVINRUDE DETACHABLE MOTOR.

1 1/2 2 H.P. 2-3 H.P. 3 1/2-5 H.P., with battery or magneto-ignition.

For particulars apply to
CARRELS, BOERNER & CO.
Hongkong, "King's" Buildings,
3rd Floor.
Sole Agents for South China.

CONSIGNEES

COMPAGNIE DES MES-

SAGERIES MARITIMES.

NOTICE

s.s. "AMAZONE."
Consignees of Cargo from London ex. s.s. "Medoc."

Consignees of Cargo from Bordeaux ex. s.s. "Ville de Constantine."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 26th July at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd July 1914 or they will not be recognized.

All damaged packages will be examined on the 16th July at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 13th July, 1914.

TO SAIL

Regular Steamship Service

Proposed Sailing from Hongkong For BOSTON & NEW YORK s.s. "MUNCAS-" on or about

"T. CASTLE" 17th July.
For Freight and further information apply to
DODWELL & CO., LTD.
Agents.
Hongkong, June 4th, 1914.

TO SAIL

THE "INDRA" LINE LTD.
For Boston & New York.
(with liberty to call at the Malabar Coast)

THE Steamship
"INDRAKUALA,"
Captain A. H. Smith, will be despatched as above on Monday, 27th July.

This steamer has excellent accommodation for a limited number of saloon passengers. For Freight & passage, apply to

JARDINE, MATHESON & Co., LTD.,
Agents.
Telephone No. 215, Sub. Ex. No. 9
Hongkong 3rd July, 1914.

ORIENTAL-AFRICAN LINE.
For Singapore, Mauritius and South African Ports.

THE Steamship

"SALAMIS,"
4509 tons, Captain D. A. Gardiner, will be despatched as above on Friday, 24th July, at noon.

For rates of Freight and Passage apply to—
The Bank Line Ltd.
Managing Agents.

THE AMERICAN & ORIENTAL LINE.

For Boston and New York via Suez Canal.
(With liberty to call at the Malabar Coast.)

THE Steamship

"ROYAL PRINCE,"
Captain Coull, will be despatched as above on Wednesday, the 5th August.

This Steamer has excellent accommodation for a limited number of Saloon passengers. For freight and passage apply to
ARNHOLD KARBURG & Co.
General Agents.

DOLLAR STEAMSHIP LINE.

Proposed sailings for SAN FRANCISCO & SAN PEDRO. s.s. "BESSIE" on or about

"DOLLAR" 18th July.
Connection made with Salt Lake Railway at San Pedro for OVERLAND points. For rates, space and further particulars apply to

THE ROBERT DOLLAR CO.,
V. M. SMITH,
Manager.
Tel. 792. 3, Queen's Building.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius)

THE Steamship

"TAKADA,"
Captain O. M. Robins, will be despatched for the above ports on WEDNESDAY, the 15th inst. at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents.

NOTICES

SMOKE
"Embassy"
CIGARETTES
& TOBACCO

VIRGINIA CIGARETTES
No. 77 HAND MADE
SOLD IN TINS OF 25 & 50

EMBASSY MIXTURE
THE TOBACCO OF QUALITY
W.D. & H.O. WILLS BRISTOL

A most necessary rest

KELLY & WALSH, LIMITED.

IMPORTANT NEW PUBLICATIONS.

A POCKET-Dictionary
OF
CANTONESE
Cantonese-English with
English-Cantonese Index
By Roy T. Cowles
Full Leather 7.50
Half Leather 6.00

Medical Missionary
LANGUAGE STUDY

As it is and ought to be
Together with a literal translation of S. Mark's Gospel in Cantonese by
C. C. S. Baronsleather
\$2.50

COOKERY
FOR EVERY HOUSEHOLD
by
Florence B. Jack

3075 Recipes
Simple Instructions
Dishes Suitable for all incomes
730 Pages
400 Illustrations
Record Value
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Record Value
\$2.75

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cooch rane	Cruising
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	710	2	900	Lt.-Com. Preston Thomas	Hongkong
Cadmus	British sloop	1,070	8	1,400	Capt. M. S. Fitzmaurice	Yangtze
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	560	—	7,550	Lt.-Com. H. T. England	Weihaiwei
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Yangtze
Colne	Torpedo-boat destroyer	500	4	7,500	Comdr. Seymour	Weihaiwei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mullock	Yangtze
Kiasha	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Weihaiwei
Kennett	Torpedo boat destroyer	—	—	—	Lt.-Com. E. B. Russell	Weihaiwei
Merlin	Surveying ship	1,040	—	—	Lt.-Com. C. J. J. Gibson	Labuan
Minotaur	1st class cruiser	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
McCorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	2nd class cruiser	4,900	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Ribble	Torpedo boat destroyer	590	—	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. Cromie	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Teal	River gunboat	130	2	800	Lt.-Com. S. P. B. Russell	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. G. F. L. Page	Weihaiwei
Triumph	Battleship	11,915	—	12,500	Act. Comdr. A. Snamann	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Anstruther, O.M.G.	Hongkong
Uak	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. Poignard	Hongkong
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 30,	—	—	—	—	Lt. Pope	Hongkong
C. 37,	—	—	—	—	Lt. McGillivie	Hongkong
C. 38,	—	—	—	—	Lt. J. Gimes	Hongkong
T.B. 035,	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036,	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 037,	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 038,	—	—	—	—	Lt.-Com. H. W. Seymour,	Hongkong

* Flagship of Vice-Admiral Jerram, K.C.B., C.V.O., O.M.G. Commander-in-Chief.

German.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.

Montcalm	Armoured cruiser	11,000	—	20,000	Capt. Vieux	Shanghai
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Daveluy	Shanghai
Decade	Gunboat	645	10	1,000	Lieut. Matha	Canton
Argus	River gunboat	180	6	570	Lieut. de Madrilie	Canton
Vigilante	Gunboat	123	7	500	Lieut. Lecadet	Tongku
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lieut. Millet	Tokong-king
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Martel	Saigon
Fronde	Destroyer	350	7	303	Lieut. Theroin	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Andemar	Shanghai
Pistolet	Destroyer	130	7	300	Comdr. Castagne	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying ship	1,825	10	9,000	Com.	Saigon

* Flagship of Commodore Paris de Boisrouvray, Commanding the local defence Indo-China.

Portuguese.

Emden	Cruiser	3,800	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,800	36	28,000	Captain Branninghaus	Tsingtau
Ilia	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Lochs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Fille	Yangtze
Behnhornst	Flagship	11,600	36	28,000	Capt. F. Scholtz	Tsingtau
B. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Booker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obt. z. S. Dressler	Yangtze
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhães Correa M	—

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Oavite
A-4	—	—	—	—	Ensign J. R. Mann	—
A-6	—	—	—	—	Ensign H. L. Rabel Daffer	—
A-7	—	—	—	—	Ensign R. I. Wood	—
Albany	Protected cruiser	3,480	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. E. A. Sprance	Oavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Keller	—
Callao	Gunboat	243	8	250	Lieut. S. M. La Bounty	Canton
Chancery	Torpedo-boat destroyer	420	7	8,000	Lt. J. C. Gennings	Oavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Oavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	—
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Monahan	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Madanook	Monitor	3,890	6	3,000	Lt. Y. Rorschach	Olongap
Monterey	Monitor	4,084	4	5,277	—	—
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Oav Canton
Pasatagua	Sea going tug	854	2	1,000	—	—
Pompey	Repair ship	3,085	—	—	—	—
Samar	River boat	—	—	—	Lt. Com. C. W. Oles	Canton
Wilmington	Cruiser	—	—	—	Com. H. H. Hough	Hongkong
Salvage	Flagship	—	—	—	J. H. Dayton	Shanghai
Galveston	Cruiser	—	—	—	Com. R. H. Leigh	—

MARKET PRICES.

Hongkong July 6, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	lb.	12
" Corned, — Ham Ngau Yuk	"	20
" Roast, — Shiu	"	22
" Breast, — Ngau Lam	"	18
" Soup, — Tong Yuk	"	18
" Steak, — Ngau Yuk Pa	"	22
" do. — Sirloin Ngau Lau	"	35
" Sausages, — Ngau Chaug	"	20
Bullock's Brains, — Know	per set	12
" Tongue fresh, — Ngau Li	each	60
" Corned, — Ham Ngau Li	"	0
" Head, — Ngau Tau	"	\$1.20
" Heart, — Ngau Sum	"	14
" Hump, Salt, — Ngau Kin	"	24
" Feet, — Ngau Kaski	"	8
" Kidneys, — Ngau Yiu	"	12
" Tail, — Ngau Moi	"	12
" Liver, — Ngau Kon	lb.	22
" Tripe (undressed), — Ngau To	"	7
Calves' Head & Feet, — Ngau-chai-tau-kark	set	\$1
Mutton Chop, — Yeung Pai Kwat	lb.	25
" Leg, — Yeung Pei	"	25
" Shoulder, — Yeung Shau	"	24
Pigs Chittlings, — Chu Chong	"	27
" Brains, — Chu Know	per set	2
" Feet, — Chu Kark	lb.	12
" Fry, — Chu Ohak	"	3
" Head, — Chu Tau	"	17
" Heart, — Chu Sum	each	10
" Kidneys, — Chu Yiu	pair	8
" Liver, — Chu Con	lb.	24
Pork Chop, — Chu Pai Kwat	"	23
" Corned, — Ham Chu Yuk	"	—
" Leg, — Chu Pa	"	27
" Fat or Lard, — Chu Yau	"	—
Sheep Head and Feet, — Yeung Tau Kark	set	65
" Heart, — Yeung Sum	each	7
" Kidneys, — Yeung Yiu	"	10
" Liver, — Yeung Con	lb.	25
Sucking Pigs, To Order — Chu Cha	"	22
Suet, Beef — Sang Ngau Yau	"	18
" Mutton, — Sang Yeung Yau	"	24
" Veal, — Ngau Chui Yuk	"	19
" Sausages, — Ngau Chai Chaug	"	20

肉食

Shatts—Mauk-su Y	lb.	35
Salmor—PS	"	10
SaoYark—Yu	"	12
Shrimps,—Ha	"	28
Snapper,—Lap Yu	"	32
Soles,—Tat Sa Yu	"	28
Tench,—Wan Yu	"	18
Turbot,—Cho-How Yu	"	20
Turtles, small, fresh water,—Kork Yu	"	60
White Bait,—Ngau Yu Chai	"	—

FRUITS.

Apples,—Hung Yan	lb.	30
" (California)—Kam San Ping Kho	"	25
" (Chefoo)—Tin Chun Ping Kho	"	—
" Small,—Hoi Tong	"	—
" Custard,—Fan Lai Chi	each	—
Bananas, fragrant, Canton,—San Shing Heung Chiu	lb.	4
" (brides), Mscuo,—San Heung Chiu	"	—
Chestnuts, Chinese,—Foong Lut	"	—
Carambola,—Yeung Tse	"	—
Cocoanuts,—Yeh Tse	each	12
Lemons, China,—Ning Moong	lb.	8
" America,—Kum San Ning Moon	"	—
Lichees Dried,—Lai Chi, small Stone	"	60
" Fresh,	"	—
Limes, (Sai Gon)—Sai Kung Ning Moong	each	10
Mango, Manila,—Lui Sung Mong	"	8
Mangosteens,—San Chuk Tse	doz	25
Oranges, (Canton)—San-shing Tim Ching	lb.	15
" Sweet	"	—
Pears, (American)—San Shool Lay	"	—
" (Canton), Cooks,—Sa Lay	"	20
Peanuts,—Fa Sang	"	10
Perseimons Large,—Hung Chio	"	—
Pine-apples, 1st quality,—Poon Ti Paw Law	each	12
" 2nd,—Chung-tang Paw Law	"	10
Plantain,—Tai Chou	lb.	3
Plums,—Swatow, Hung Lai	"	8
Pumelo, Siam,—Chim Lo Yau	each	6
Shanghai,—Lo Kwat	"	—
Walnuts,—Hop Tuo	lb.	15
" Green,—Sang Hop Tuo	"	—
Water Melon,—(Am.) Kom San Sai Kwa	each	14
" (China) Sai Kwa	"	—
Grapes,—Sang Po Tai Tse	lb.	—

菓子

杏仁	每担	—
花生	每担	—
芝麻	每担	—
核桃	每担	—
松子	每担	—
栗子	每担	—
榛子	每担	—
椰子	每担	—
葡萄	每担	—
苹果	每担	—
梨	每担	—
桃	每担	—
李子	每担	—
樱桃	每担	—
草莓	每担	—
西瓜	每担	—
哈密瓜	每担	—
甜瓜	每担	—
柚子	每担	—
橙子	每担	—
柠檬	每担	—
酸橙	每担	—
佛手	每担	—
金桔	每担	—
佛手柑	每担	—
佛手梨	每担	—
佛手桃	每担	—
佛手李	每担	—
佛手梅	每担	—
佛手杏	每担	—
佛手枣	每担	—
佛手梨	每担	—
佛手桃	每担	—
佛手李	每担	—
佛手梅	每担	—
佛手杏	每担	—
佛手枣	每担	—

POULTRY.

Chicken,—Kai Chai	lb.	32
Capons, Large, Small,—Sin Kai	"	32
Ducks,—Ap	"	20
Doves,—Pan Kau	each	—
Eggs, Hen—Kai Tan	per doz	20
Fowls, Canton,—Kai	lb.	35
" Hainan,—Hoi Nam Kai	"	30
" Goose,—Ngo	"	22
" Goose, Wild,—Shang-ho Yea Ngo	"	—
Musk Deer,—Wong Kong	each	—
Hare, Shanghai,—Tu Chai	"	—
Partridge,—Che Khoo	"	—
Pheasant,—Shan Kai	pair	—
Pigeons, Canton,—Pak Kup	each	33
" Hoihow,—Hoi How Pak Kup	"	25
Quail,—Um-Chau	"	—
Rice Birds,—Wo Fa Cheuk	dozen	—
Snipe,—Sa-Choy	each	—
Turkeys, Cook,—Phor Kai Kung	lb.	60
" Hen,—Na	"	45
Wild Ducks, S'hai,—Shang hoi Sai Ap	"	—
" Sui Ap Chai,—	"	—
" Ducks Canton,—Sang-Shing Sai Ap	"	—

生口

口仔	Artichokes, Shanghai,—Sheung-hoi Ah Chi		
仔雞	Cheuk		
生雞	Beans, (French), Macao,—Oh Moon Pin Tan	lb	8
	(French) Shanghai,—Sheung Hai Pin	"	15
南	Tau		
雞	Sprout,—Ah Cho	"	8
雞	Long,—Tau Ko	"	—
海	Beet Root,—Hung Choi Tau	each	6
菜	Brinjals, Green,—Ching Yuan	"	8
上	Red,—Hung Ker	"	10
黃	Cabbage, Chinese, com,—Kai Choy	"	10
鴨	Cabbage Red,—Hung Yea Choy	"	—
雞	Cabbage, Shanghai,—Yeh Choi	"	12
斑	Cane Shoots, bunch,—Kan Shan	lb.	8
白	Cauliflower, Large size,—Tai Yeh Cho Fa	each	—
口	Medium size,—Cheung Yeh Cho Fa	"	—
白	Small size,—Sai Yen Choi Fa	"	—
菜	Carrots,—Kam Shum	lb.	8
雞	Celery, Chinese,—Tong Kan Choi	"	8
公	English,—Yeung Kan Choi	"	—
沙	Chillies Dried,—Gon Lat Chiu	"	30
火	Red,—Hung Far Chiu	"	20
鴨	Green,—Ching Lat Chiu	"	15
鴨	Curry Stuff, English,—Kar Lee Chiu	"	10

was 88½ million lbs., against 137 1/2 million lbs. The past season may be described as an exceptionally favourable one to exporters; crops have been short in some districts of India and in Ceylon, but more particularly in Java (and the quantity received from China has also shown a decrease); but the total deficiency has been more than made good by heavy yields in other districts of Northern India. Anticipations of a large increase in the Java crop have not been fulfilled, and whereas an excess of at least 10 to 11 million lbs. was looked for, only about 3 million lbs. more were exported, which, as well as a further 3 million lbs., were absorbed by foreign markets, leaving the direct supply to this country practically the same as last year, and to Holland 3 million lbs. in deficiency. Climatic conditions were extremely unfavourable; a protracted drought seriously affecting the yield, and whereas the previous year's crop gave an excess of about 22½ per cent., last year's ratio of increase was only about 5½ per cent. The quality of the year's crop, omitting native grown leaf, has on the whole shown some improving tendency. The island of Sumatra has this year to be placed on record as a competitive producer, and recently the trade has been introduced to this growth by the sale of several fair-sized shipments in the open market. The teas have been particularly well made and assorted into true and distinctive grades, and the liquors have been clean and of useful description. They have been well received, and have realized an average price of 90s. per lb. The island is reputed to be capable of producing a large yield, and from mature areas a return of at least 12½ maunds (1,000 lbs.) per acre is anticipated. A further decline in the import

from China has to be recorded. Following a more or less disastrous year, importers have acted with caution and the supply has been curtailed; but the premium at which low-priced tea from all other countries of production has stood has attracted more attention to this growth. The market was dull and lifeless until the late autumn, when some interest was attracted to common qualities by reason of their comparatively low quotations. Sellers were able to realise more readily, and the level of value was eventually raised, but not in the same ratio as that reached for other varieties. The supplies received in shipping ports were less than the previous season, due partly to less demand than usual, and partly to unsettled conditions in the interior and uncertainty of safe transport from growing districts. Hankow is reported to have received the smallest supply on record for 40 years, but quality was good. Shipments to nearly all markets, except Russia, showed a decrease, but the demand for Dast was phenomenally good, the substantially higher prices paid even influencing the conversion of some quantity of whole-leaf into Dast the production of which is cheaper in respect of packing and dues. The export of Brick Tea from Hankow under the Russian demand totalled about 30,000,000 lbs., and the imports of Indian, Ceylon, and Java tea for the manufacture of "Bricks" amounted to about 21,500,000 lbs. The crop from Japan, was, as usual, absorbed almost exclusively by America and was 5,750,000 lbs. lighter than last year. Endeavours to popularise Formosa tea have been continued. The prospective supply of both varieties is stationary. With regard to the ensuing season a larger crop is generally anticipated from Java, and, under normal conditions, this should be regarded as a certainty, as the island is still in the stage of development. But last year's protracted drought must have seriously affected the vitality of the plant, and its renowned productivity may, and probably will, be checked for some months. The supply from China is almost entirely dependent on demand. High prices of other growths may possibly attract more tea to the coast, but so far as this country is concerned it seems unquestionable that its compulsory use has limitations, and under normal conditions there is no inducement for importers to interest themselves largely in the article.

The Shack of Kalgan.
Peking, July 1.—According to the sentence of the court martial, two hundred soldiers of the First Division, who took part in the Kalgan mutiny, have been shot.

Tropical Agricultural Congress.
At the forthcoming International Congress of Tropical Agriculture, to be held in London at the Imperial Institute, June 23-30, amongst the representatives and delegates attending will be:—Federated Malay States; Planters' Association of Malaya, Mr. H. M. Darby; Tongking, Chamber of Commerce, Haiphong, Monsieur Brougniche, Vice-President of the Chamber; Netherlands and Netherlands East Indies, Dr. C. J. van Hall, Director, Government Institute for Plant Diseases and Cultures Department of Agriculture, Buitenzorg, Java; Kolonial Institut, Amsterdam, Dr. J. Dekker; Siam, Mr. W. A. Graham, Adviser to the Siamese Ministry of Agriculture; Formosa, Dr. Tokunichi Shiraki, Government Entomologist.

Lu Chang Hsiang.
President Poincare, on 17th ult., received in official audience Lu Chang Hsiang, the Chinese Envoy Extraordinary, who had come to bring to the French President the insignia of the Chinese Order of Grand Merit. On his arrival at the Palace the Chinese representative was accorded military honors and introduced by the Officer of Service and Lieutenant Colonel Commandant of the Palace. Together with the insignia of the Order of Grand Merit, he handed President Poincare a letter from Yuan Shih-kai. At the conclusion of the audience M. Poincare gave a breakfast in honour of Mr. Lu Chang Hsiang.

According to a report published in a Russian paper, when the party of Major-General Tanaka visited Constantinople, it was received with a display of unprecedented friendliness by the leading Turkish people. Some of the statesmen have suggested that they invite Japanese Army officers to "Turkey as military instructors, in the belief that it would be effective in restoring a military spirit among the Turkish officers and men. The suggestion further added that the Turkish soldiers will gladly accept such instruction from Japanese officers without the insulting attitude often shown European officers. The employment of Japanese officers was first mooted when the late General Nogi passed through the capital on his trip through Europe, and the late General agreed to recommend able officers. The matter has been left unsettled until to-day, owing to the Turko-Italian War and the upheaval in the Balkans.

—*Japan Mail*—

(McGREGOR, GOW & Co.) Ltd,
For Glasgow & Rotterdam
The s.s. "GLENSTRAE"
(Capt. McGillivray) will be des-
patched for the above ports on or
about 18th July 1914.
Saloon fare Hongkong/Glas-
gow £40.
For freight or passage, apply
to
SHEWAN TOMES & Co.
Agents.
Hongkong, 18th June, 1914

THE STEAM LAUNDRY
Co., Ltd.
THE TWELFTH ORDINARY
GENERAL MEETING of
Shareholders in the above COM-
pany will be held at the Office
of Sir C. P. L. at 12.30 p.m., on
WEDNESDAY, the 15th July
1914, at 12.30 p.m., for the purpose
of receiving the Report of the
Directors with a statement of
Accounts to the 31st May, 1914.
The Transfer Books of the
Company will be closed from 10th
July to 15th July, both days
inclusive.

C. BERNARD BROWN
Acting Secretary.
Hongkong, 30th June, 1914.

HONGKONG GYMKHANA CLUB.
THE THIRD GYMKHANA MEETING of the Season will be held at Happy Valley on **Saturday, the 18th July, 1914** commencing at **3.15 p.m.**
The Charge for Admission will be **\$1.00** for others than Members of the **Hongkong Jockey Club** of **Gymkhana Club.**
Soldiers and Sailors in uniform **half price.**
The Committee invite the **Ladies of Hongkong** to be **present.**
Hongkong, 8th July, 1914.

NOTICE.

THE HONGKONG CENTRAL ESTATE LD.

NOTICE is hereby given that the Statutory Meeting of Shareholders of this Company will be held at the Offices of the General Managers at NOON on **MONDAY 27th inst.,** instead of previously notified.

By Order,
A. SHELTON HOOPE
Secretary to The Hong Kong Land Investment & Agency Company, Limited,
General Managers.

Hongkong, 6th July, 1914.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

Capital and Surplus..... Gold \$7,000,000
do (in Sterling) £1,600,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the same terms.
DEPOSITS RECEIVED, and for one year, and for any longer period, at a notice which may be ascertained on application.
BILLS NEGOTIATED AND COLLECTED.
LOCAL AND TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT AND DRAFTS granted on all parts of the world.
THE BANKS CIRCULAR LETTERS OF CREDIT are available all over the world.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE AND SALE of Stocks and Shares.
TRAVELLERS CHECKS sold and cashed.
J. BOMBE HOGG,
Manager,
Queen's Road, Hongkong
1st Nov. 1912

THE
YOKOHAMA SPECIE BANK
LIMITED.
Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital ... " 30,000,000
Reserve Fund " 18,900,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Peking
Pengtung	Yokohama (Port)
Hankow	San Francisco
Hankow	Shanghai
Kobe	Tientsin
Liao-Yang	Tokyo
Lyons	Los Angeles
Shingtau	Yokohama

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be

EISHIONO, Manager.
Hongkong, 6th April, 1913. [18
**THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.**
**Incorporated by Royal
Charter 1853.**

HEAD OFFICE.—LONDON.
 Paid-up Capital£1,200,000
 Reserve Fund... ..£1,800,000
 Reserve Liability of
 Proprietors£1,200,000

FOREIGN EXCHANGE and General Banking business transacted. **CURRENT ACCOUNTS** opened and **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON.
Manager
Hongkong, 11th April, 1912. (2)

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.
(Capital Paid up...\$1,250,000.)

loans on Mortgage of House Pro
erty, &c.
Goods received on Storage.
Advances made on Merchandise:
loans made on the Provident
System:
Rates and Particulars on ap
plication).

The Office of
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertaken and Executed:
SHEWAN, TOMES & Co
General Managers.
Hongkong, 19th March, 1908

**PEAK TRAMWAY CO
LIMITED.**
TIME TABLE.

8:00 A.M. to 10:00 A.M.	"	16 MIN.
10:00 A.M. to 11:00 A.M.	"	16 MIN.
11:00 A.M. to 12:00 P.M.	"	16 MIN.
12:30 A.M. to 1:00 P.M.	"	13 MIN.
1:30 P.M. to 2:00 P.M.	"	10 MIN.
2:00 P.M. to 2:30 P.M.	"	10 MIN.
2:30 P.M. to 3:00 P.M.	"	10 MIN.
3:00 P.M. to 4:00 P.M.	"	15 MIN.
4:00 P.M. to 5:00 P.M.	"	10 MIN.
NIJOT CARS.		
8:30 P.M. and 9 P.M. every P.M. to 11:00 P.M. every day but hours 8:30 P.M. to 9 P.M. every day of an hour.		
SUNDAYS		
7:45 A.M. to 8:30 A.M.	Every 15	15 MIN.
8:30 A.M. to 9:00 A.M.	"	10 MIN.
9:00 A.M. to 9:30 A.M.	"	10 MIN.
9:30 A.M. to 10:00 A.M.	"	10 MIN.
10:00 A.M. to 10:30 A.M.	"	10 MIN.
10:30 A.M. to 11:00 A.M.	"	10 MIN.
11:00 A.M. to 11:30 A.M.	"	10 MIN.
11:30 A.M. to 12:00 P.M.	"	10 MIN.
12:00 P.M. to 1:00 P.M.	"	10 MIN.
1:00 P.M. to 2:00 P.M.	"	10 MIN.
2:00 P.M. to 3:00 P.M.	"	10 MIN.
3:00 P.M. to 4:00 P.M.	"	10 MIN.
4:00 P.M. to 5:00 P.M.	"	10 MIN.
5:00 P.M. to 6:00 P.M.	"	10 MIN.
6:00 P.M. to 7:00 P.M.	"	10 MIN.
7:00 P.M. to 8:00 P.M.	"	10 MIN.
8:00 P.M. to 9:00 P.M.	"	10 MIN.
9:00 P.M. to 10:00 P.M.	"	10 MIN.
10:00 P.M. to 11:00 P.M.	"	10 MIN.
11:00 P.M. to 12:00 A.M.	"	10 MIN.
12:00 A.M. to 1:00 A.M.	"	10 MIN.
1:00 A.M. to 2:00 A.M.	"	10 MIN.
2:00 A.M. to 3:00 A.M.	"	10 MIN.
3:00 A.M. to 4:00 A.M.	"	10 MIN.
4:00 A.M. to 5:00 A.M.	"	10 MIN.
5:00 A.M. to 6:00 A.M.	"	10 MIN.
6:00 A.M. to 7:00 A.M.	"	10 MIN.
7:00 A.M. to 8:00 A.M.	"	10 MIN.
8:00 A.M. to 9:00 A.M.	"	10 MIN.
9:00 A.M. to 10:00 A.M.	"	10 MIN.
10:00 A.M. to 11:00 A.M.	"	10 MIN.
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12:00 P.M. to 1:00 P.M.	"	10 MIN.
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2:00 P.M. to 3:00 P.M.	"	10 MIN.
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5:00 P.M. to 6:00 P.M.	"	10 MIN.
6:00 P.M. to 7:00 P.M.	"	10 MIN.
7:00 P.M. to 8:00 P.M.	"	10 MIN.
8:00 P.M. to 9:00 P.M.	"	10 MIN.
9:00 P.M. to 10:00 P.M.	"	10 MIN.
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12:00 A.M. to 1:00 A.M.	"	10 MIN.
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2:00 A.M. to 3:00 A.M.	"	10 MIN.
3:00 A.M. to 4:00 A.M.	"	10 MIN.
4:00 A.M. to 5:00 A.M.	"	10 MIN.
5:00 A.M. to 6:00 A.M.	"	10 MIN.
6:00 A.M. to 7:00 A.M.	"	10 MIN.
7:00 A.M. to 8:00 A.M.	"	10 MIN.
8:00 A.M. to 9:00 A.M.	"	10 MIN.
9:00 A.M. to 10:00 A.M.	"	10 MIN.
10:00 A.M. to 11:00 A.M.	"	10 MIN.
11:00 A.M. to 12:00 P.M.	"	10 MIN.
12:00 P.M. to 1:00 P.M.	"	10 MIN.
1:00 P.M. to 2:00 P.M.	"	10 MIN.
2:00 P.M. to 3:00 P.M.	"	10 MIN.
3:00 P.M. to 4:00 P.M.	"	10 MIN.
4:00 P.M. to 5:00 P.M.	"	10 MIN.
5:00 P.M. to 6:00 P.M.	"	10 MIN.
6:00 P.M. to 7:00 P.M.	"	10 MIN.
7:00 P.M. to 8:00 P.M.	"	10 MIN.
8:00 P.M. to 9:00 P.M.	"	10 MIN.
9:00 P.M. to 10:00 P.M.	"	10 MIN.
10:00 P.M. to 11:00 P.M.	"	10 MIN.
11:00 P.M. to 12:00 A.M.	"	10 MIN.
12:00 A.M. to 1:00 A.M.	"	10 MIN.
1:00 A.M. to 2:00 A.M.	"	10 MIN.
2:00 A.M. to 3:00 A.M.	"	10 MIN.
3:00 A.M. to 4:00 A.M.	"	10 MIN.
4:00 A.M. to 5:00 A.M.	"	10 MIN.
5:00 A.M. to 6:00 A.M.	"	10 MIN.
6:00 A.M. to 7:00 A.M.	"	10 MIN.
7:00 A.M. to 8:00 A.M.	"	10 MIN.
8:00 A.M. to 9:00 A.M.	"	10 MIN.
9:00 A.M. to 10:00 A.M.	"	10 MIN.
10:00 A.M. to 11:00 A.M.	"	10 MIN.
11:00 A.M. to 12:00 P.M.	"	10 MIN.
12:00 P.M. to 1:00 P.M.	"	10 MIN.
1:00 P.M. to 2:00 P.M.	"	10 MIN.

SATURDAY
Keen Competition
SPECIAL GEAR
 By Arrangement with the Company's Office,
 Alexandre Saitling,
 Des Vieux Logis.

SINGON & CO.

Established A.D. 1880.
IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesalers and Retail. Ironmongery, Pig Iron, Foundry Casts, Imports and Exports of all kinds of Iron and Steel, and all kinds of Hardware, and all kinds of Metal Goods.
 11, Hing Lok Street (Rue St. Louis),
 Central Market. Telephone No. 515.

Paid-up Capital\$15,000,000
RESERVE FUNDS:
Sterling
£1,500,000 at 2/-= \$15,000,000
Silver ...\$17,650,000

Reserve Liability of \$32,650,000
 Proprietors.....\$15,000,000
COURT OF DIRECTORS
 Hon. Mr. D. Lauder, — Chairman
 W. J. Pattenden, — Deputy
 Chairman.
 S. H. Dodwell, Esq.
 G. T. M. Edkins, Esq.
 C. S. Gubbay, Esq.
 F. H. Holyoak, Esq.
 C. Landgraf, Esq.
 F. Lieb, Esq.
 J. A. Plummer, Esq.
 Hon. Mr. E. Shellim.
 H. A. Stebs, Esq.
 Ad. Widmann, Esq.

CHIEF MANAGER:
Hongkong—N. J. Stabb

ACTING MANAGER.
Shanghai—J. D. Smart.
London Bankers—London
County and Westminster
Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of
2 per cent. per annum on the
daily balance.

ON FIXED DEPOSITS.
For 3 months, $2\frac{1}{2}$ per cent. per
annum.
For 6 months, $3\frac{1}{2}$ per cent. per
annum.
For 12 months, 4 per cent. per
annum.

A. G. STEPHEN,
Acting Chief Manager

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION**. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at **3 1/2** per cent. per annum.

Depositors may transfer at their option balances of **\$100** or more to the Hongkong and Shanghai Bank to be placed on **FIXED DEPOSIT** at **4** per cent. per annum.

For Bank of China, Shanghai, and the Hongkong and Shanghai Banking Corporation, Shanghai.

A. G. STEPHEN,
Acting Chief Manager.

Capital Fully
Paid-up ...Sh. Taels 7,500,00
Head Office.—Shanghai.
Board of Directors—Berlin.
Branches:
Berlin, Calcutta, Canton.

Hamburg, Hankow, Kobe
 Peking, Singapore, Tientsin
 Tsingtau, Yokohama
LONDON BANKERS:
 Messrs. N. M. Rothschild & Sons
 The Union of London and Smith
 Bank, Limited
 Deutsche Bank (Berlin), London
 Agency.
 Direction der Disconto Gesell-
 schaft.
 Dresdner Bank.
**INTEREST allowed on Current
 Account." DEPOSITS received**
on terms which may be learned
on application. Every description
of Banking and Exchange busi-
ness transacted.
MAX GUTSCHK
Manager. [2]
 Hongkong, 9th Oct. 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid Up " 562,500
Reserve Fund " 465,000

BANKERS:
Bank of England.
London Joint Stock Bank,
Limited.

Every description of Exchange business transacted.
Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTAS
Manager

Selling		T/T Marks		191
r/t	1/10 3/8	Demand Germany	191	
Demand	1/10 7/16	T/T France	235	
30 d/s	1/10 1/2	On Haiphong	5 3/4 % p.m	
60 d/s	1/10 1/2	On Saigon	5 1/2	
4 m/s	1/10 9/16	On Bangkok	8 1/2	
T/T Shanghai	74 1/4	Buying		
Private 30 d/s eight Shai	75 1/2	4 m/s. L/C	1/10 3/4	
T/T Singapore	80 1/2	4 m/s. D/E	1/10 7/8	
T/T Japan	91 1/2	6 m/s. L/C	1/10 15/16	
T/T India	139 3/4	30 d/s Sney & Melbourne	1/11	
Demand India	140	30 d/s San Fco & New York	46 1/4	
T/T Bombay	139 3/4	4 m/s. Marks	195 1/2	
Demand Bombay	140	4 m/s. Frances	240	
T/T Calcutta	139 3/4	6 m/s. cu	245	
Demand Calcutta	140	Bar Silver ready	75 1/16	
Demand Manila	91 1/2	forward	25 3/4	
T/T San Fco & New York	45 3/4	Gold Leaf pertael	55 60	
Demand, New York	45 3/4	Bank of England rate	37	
T/T Java	115 3/4	Sovereign	10 60	

Subsidiary Coins.		Opium Quotations.	
Discount per \$100 :		July 7	
Chinese...20 cts. pieces	\$11 3/16	Malwa, New	\$8,200 per p
Chinese...10 ..	\$12	Malwa, Old	8,300
Hongkong...20 ..	\$ 9	Patna, New	9,325 per che
Hongkong...10 ..	\$ 9 7/8	Patna, Old	9,200
		Benares, New	9,050
		Benares, Old	8,925

S-SELLERS SA-SALES B-BUYERS N-NOMINAL

STOCKS & PAID OF VALOR.	BANKS.	CLOSING Q'N.	LAST DIVIDEND AND DATE.
Hongkong & Shanghai	\$125	\$845 b	22 & 5/- b. at ex 1/11 3/16 equal to \$23.29 for 14 year ending 31/12/13
MARINE INSURANCES,			
Cantons	\$50	313 b.	Final of \$3 a/c 1912. In- terim of \$18 a/c 1913
North China	£5	T140 b.	Final of 14 p.c. making 20 p.c. for 1912
Unions	\$100	\$780 b.	Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913
Yangtszes	£50	\$194	Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
FIRE INSURANCES:			
China Fire	\$20	\$155 b.	\$10 for 1912
Hongkong & Fire	\$50	\$393 b.	\$27 for 1912
SHIPPING.			
China & Manilla	\$25	49 b.	\$1 for 1906
Douglas Steamship	\$50	\$31	\$2.50 for year end g'30'6'13
Steamboats	\$15	\$27 b.	Final of \$1 for half year ending 31/12/13
Indo-Chinas (Preferred) (Deferred)	£5	\$60	3% Interim a/c year 1913 on preferred shares
"Shell" Transports	£1	{ 96/- s. £11 b.	Final of 5/- making 7/- for 1913 Coupon No. 22.
"Star Ferry"	{ \$10	\$445 b.	\$1.70 per share and bonus of 30 cents per share for year ending 30'4'13
REFINERIES.			
China Sugars	\$100	\$79 b.	\$3 for 1912
Luzon Sugars	\$100	\$28 s.	\$3 for 1897
MINING.			
Chinese Engineerings	£1	37/6	Interim of 5% Coupon No. 3 account of year end- ing 10.6.14.
Tronohs	£1	30/- b.	Int. of 1/6 mak. 6/6 a/c. 1913 1/2 for 1909
Raubs	£1	\$3 s.	
DOCKS, WHARVES, & GODOWNS			
Kowloon Wharfs	\$50	\$83 b.	\$3.50 for year 1913
H.K. & W'poo Docks	\$50	\$62 b.	\$3 TOT LEAD
Hongkong Water T. 100	T. 60 b.		Tls. 3 for 1912
LANDS, HOTELS & BUILDINGS			
Anglo French Lands T. 100	T. 194		Interim of Tls 3 for 1913
H'kong Central E'tes T. 100	T. 100 b.		First year
Hongkong Hotels	\$50	\$125 b.	\$7 on old shares, \$3.50 on new shares for year 31'12'13
Hongkong Lands	\$100	\$116 b.	\$3 1/2 for 1/2 year ending 31'12'13
Humphreys Estates	\$10	\$742 b.	50 cents for 1913
Kowloon Lands	\$30	\$71 s.	\$2.80 for 1913
Shanghai Lands T. 30	T. 92 b.		Interim of 5 p.c. for year ending 30'6'13 \$2.25 for 1/2 year ending 31'12'13
West Pointe	\$50	\$73 b.	15 per cent. for 1910
Manilla M'pole Hotel P. 10	P. 8		
COTTON MILLS.			
Ewos	T. 50	T. 135 b.	Tls. 15 for year ending 31'10'13
Shanghai Cottons		T. 112	Tls. 10 for year end- ing 30'6'13
Laou Kung Mow		T. 82 b.	T. 12 for year end g'31'12'12
Kung Yik		T. 114 b.	Tls. 11 for year ending 30'11'13
Hongkong Cottons	\$10	\$7 1/2 b.	50 cents 31'7'08
MISCELLANEOUS			
China-Borneos	\$12	\$111 s.	\$1.20 for 1913
Light and Powers	\$10	\$434 s.	
Do. (Spec. shares)	\$1	\$31 s.	70 cents for 1913
China Providents	\$10	\$31 s.	\$1.30 for year end g'31'7'13
Dairy Farms	\$6	\$38	40 cents for 1911
Green Islands	\$10	\$6	\$1.80 per share for 1913
Hongkong Electric	\$10	\$41 b.	Interim of 2 1/2 a/c 1914
Hongkong Ice	\$25	\$200 b.	\$2 for 1913
Hongkong Ropes	\$10	\$25 b.	
Langkats	s. 10	T. 46	Interim of Tls. 1 mak- ing Tls. 2 a/c 1913
Morning Post	\$25	\$29 b.	None
Peak Tramway	\$10	\$10 b.	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30'4'14
Do. (new)	\$1	90 cts. s.	Final of 6d. making 7 1/2d. per share for 1913.
Hongkong Electric Trams	12/-	b.	None
Philippines	\$10	\$5 s.	None
H. Price & Co., Ltd.	\$10	\$6	\$1.50 for 1910
Societe des Pre- faisset	\$50	\$20	None
Papeteries du Tonkin	paid up \$50		
Benefit	\$200-		
Shanghai-Sumatras T. 20	T. 150		No dividend this year
Steam Laundry	\$3	\$5 s.	50 cts. for year end g'31'5'12
United (Asbestos)	\$10	\$2 1/2 b.	20 per cent. per ordinary share for year ended 31'5'1912
Oriental Agency, Ltd.	\$10	\$300	
United Asbestos Founders Shares	\$10	\$300	
Union Waterboat	\$10	\$18 b.	\$1.25 per share for year ending 31'12'1913
Weissmann, Ltd.	\$10	\$300 b.	25 per cent. for year ending 31'7'11
Walson	\$10	\$7 1/2 b.	70 cents for 1913
William Powell, Ltd.	\$50	b.	50 cts. year ending 6'30'14

General Managers & Share Valuers: General, Tel. address: Raffles.

The "Straits" does not hold itself responsible for any of the above quotations.

WRIGHT & HORNBURY, Share and

COMPANY MEETING.

(Continued from page 1.)

The Chairman—The third resolution is:—"That a dividend of 5 per cent. on the Deferred Ordinary Shares for the year ending 31st December, 1913, be and is hereby declared, payable on the 15th inst." That I beg to propose.

Mr. E. Cousins—I beg to second that proposition.

The resolution was carried unanimously.

Mr. W. Fisher—I beg to propose:—"That the appointment of Mr. Charles Henderson Ross as a member of the Board be and is hereby confirmed." I think the shareholders may be congratulated on the acquisition of Mr. Ross as a member of the Board. He is very highly valued by his colleagues on account of his long experience in China and his familiarity with the affairs of the Company.

Mr. E. Cousins—I have very much pleasure in seconding that proposition.

The resolution was unanimously adopted.

The Chairman—The fifth resolution, which I beg to propose is:—"That the retiring Directors, Sir Edward Beauchamp, Bart., M.P., and Mr. Edmund Cousins, be re-elected."

Mr. C. H. Ross—I beg to second that.

The resolution was unanimously agreed to.

Mr. J. R. Michael—I have much pleasure in proposing:—"That the Auditors, Messrs. Turquand Youngs & Co., be re-elected at the same remuneration as formerly."

Mr. R. H. R. Burder—I have much pleasure in seconding that.

The resolution was carried unanimously.

The Chairman—I have another resolution to propose to you gentlemen:—"That in place of the late Mr. William Paterson, Mr. A. P. Simpson, of Messrs. Westphal, King & Ramsay Limited, be and is hereby elected a Director of the Company." To those of you who may not know Mr. Simpson I would say that he has been for many years on the China Coast, and is connected with a firm doing a large business not only in Foochow, but also on the Yangtze River and elsewhere. I think that if you approve of his being elected to the Board he shall gain a worthy and sound Director. I beg to propose this resolution.

Sir Edward Beauchamp—I have much pleasure in seconding that.

The resolution was unanimously agreed to.

The Chairman—That is all the business of the meeting, gentlemen. I thank you for your attendance.

Mr. W. Cumin Scott—Gentlemen, before we separate, I think we ought to return thanks to the Chairman, the Directors and the staff for their able management of this Company during the past year.

Mr. J. R. Michael—I have much pleasure in seconding that.

The motion was unanimously adopted.

The Chairman—I thank you, sir, and you, gentlemen, on behalf of my colleagues and myself, and also on behalf of the staff, for your appreciation of our work. It is not always very easy to produce results such as those of this year, but I can assure you that the business occupies our full attention, and although one cannot promise equally good results for next year, at any rate if we are not successful it will not be for the want of trying. I thank you very much, gentlemen.

The proceedings then terminated.

SILIMPON COAL.

BUNKERS

can be supplied at cheap rates at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE

PHILIPPINE RAILWAY EXTENSIONS.

The American Consul-General George E. Anderson, of Hongkong, reports that railway construction in the Philippines is being continued only in line with the plans and prospects already outlined and new enterprises are not being undertaken. Within the scope of plans being realised, the chief interest centres in the approaching completion of the Manila Railway to Baguio, the mountain capital. On this branch the grading has been practically finished and the track has been laid up to the foot of the first rock grade, where the cog-road section begins. This latter section climbs a 14 per cent. grade for 10 miles through magnificent mountain scenery. On the entire branch there are to be five tunnels approximating a total length of 0.932 mile, of which the longest is 0.262 mile. One tunnel is practically completed, the headings having been driven through on three and a start made on the fifth. All the material for the cog-road is now on the ground and work started about April 1. It is expected that the road will be ready for traffic in 1916.

Other branches of this line also show progress. The branch line from San Fernando to Arayat is completed to Santa Ana, and will be finished by the end of April. The branch from Paniqui to Rosales, San Quintin, and Tayug is complete to about eight miles from San Quintin. North of Aringay the track extension is delayed at the Naguilian River, eight miles south of San Fernando, where a bridge of 11 spans, 150 ft. each in length, is being built. It will be the largest bridge in the Philippines. South of Manila, running in a north-easterly direction from Lucena toward Luguimano, 12.427 miles of track have been laid, the expectancy being that the section will be open to traffic in July. Between Luguimano and Siasi there are 5,000 at work grading.

At Albay large forces of men are at work in both directions on the Albay-Nueva Caceres division. From Albay and Legaspi north to Tabaco the track is laid to Boca-cay. Track has been laid to Tugao, a distance of 24.85 miles; Ligu will be reached in about a year. The line reaches a rich hemp country with 10,000 men at work on the various extensions now in course of construction. The company is placing in service on its main line a train de luxe of the most advanced pattern, constructed in its shops near Manila.

Work on the lines of the Philippine Railway Company, the second principal system in the islands, has not been pushed very rapidly in the past few months, and at present is practically at a standstill; and, in fact, the company reports that no further extensions are contemplated at the present time.

In this connection the probable extension of the use of auto-trucks and automobiles as a temporary arrangement in lieu of railway lines is being discussed generally, and the plan is understood to have the endorsement of the executive department of the island government. At present there is a considerable service of such vehicles centring in Tacloban, the capital of Leyte Province, where motor transportation lines are operated connecting that city with several important towns in the interior of the province. The splendid provincial roads, built since American occupation, offer unusual facilities for extending such service. Railway projects in Iloilo and Cebu at present are receiving no further development, and the situation on the whole is considered unfavourable and unsatisfactory.

The Siamese Minister, E. Phya Sudham Maitri, the Siamese Minister, has left the Legation, 23, Ashburn-place, South Kensington, accompanied by Mr. W. J. Archer, O.M.C., Counsellor of Legation, for The Hague, to attend the Opium Conference on behalf of his Government, and is expected to return to London in about a week's time. Phya Sanpakitoh will act as Charge d'Affaires.

POST OFFICE.

The Yinchow, with the Mail from London (via Siberia) of Tuesday and Wednesday 23rd and 24th ult., is due to arrive here to-morrow.

The Devanha, with the English Mail, left Singapore on Saturday, the 11th inst., at 5.30 p.m. and may be expected to arrive here on Thursday, the 16th inst., at 6 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 10th ult. and for despatch overlaid on the 17th ult.

The Siberia, with the American Mail, is due to arrive here on Saturday, the 25th inst.

MAILS DUE.

Siberian, Yinchow, 15th inst.
English, Devanha, 16th inst.
American, Siberia, 25th inst.

MAILS CLOSE TO-DAY.

Chefoo & Newchwang—Per TAMSUI, 14th inst., 5 p.m.
Hohow, 14th inst., 5 p.m.
Shanghai, N. China & Japan via Kobe—Per LAISANG, 14th July, 5 p.m.
Fort Bayard—Per KWONG CHAU WAN, 14th inst., 5 p.m.
Saigon—Per DEVAWONGSE, 14th inst., 5 p.m.

TO-MORROW.

Hohow, Haiphong & Pakhoi—Per SUNGKIANG, 15th July, 8 a.m.
Saigon—Per LAERTES, 15th inst., 8 a.m.
Straits & Colombo—Per KITANO M., 15th July, 9 a.m.
Japan via Kobe—Per KATORI MARU, 15th inst., 9 a.m.
Swatow—Per HAIMUN 15th inst., 10 a.m.
Japan via Kobe—Per DILWARA, 15th inst., 11 a.m.
Philippine Is.—Per TAMING, 15th inst., 11 a.m.
Haiphong & Pakhoi—Per KEONGWAI, 15th inst., 11 a.m.
Straits, India via Ceylon—Per TAKADA, 15th inst., 2 p.m.

THURSDAY, 16th July.

Tientsin—Per CRENGSHING, 16th inst., 9 a.m.
Saigon—Per FAUSANG, 16th inst., 9 a.m.
Fort Bayard, Haiphong and Pakhoi—Per HUE, 16th July, 11 a.m.
Shanghai & North China—Per CHOY, 16th inst., 11 a.m.
Chefoo & Newchwang—Per KUIKIANG, 16th inst., 11 a.m.
Shanghai & North China—Per LUCHOW, 16th July, 3 p.m.

FRIDAY, 17th July.

Swatow, Amoy and Foochow—Per HAI-CHING, 17th July, 10 a.m.
Swatow—Per WONGKOL, 17th inst., 11 a.m.

SATURDAY, 18th July.

Swatow, Amoy and Foochow—Per HAI-CHING, 18th July, 10 a.m.
Swatow—Per WONGKOL, 18th inst., 11 a.m.
Straits, India via Ceylon—Per TAKADA, 18th July, 11 a.m.
Manzanillo, Mexico, Callao, Peru, Iquique & Chile—Per MEXICO CITY, 18th inst., 3 p.m.
Shanghai and North China (Europe via Siberia)—Per YINGCROW, 18th July, 5 p.m.

MONDAY, 20th July.

Swatow, Amoy and Foochow—Per KAIJO MARU, 20th July, 1 p.m.
TUESDAY, 21st July.

TUESDAY, 21st July.

Philippine Is.—Per TEAN, 21st July, 3 p.m.
Shanghai & N. China, Japan via Nagasaki, Vancouver, Canada, United States, S. America, via San Francisco (Europe via Siberia)—Per E. OF INDIA, 21st inst., 11 a.m.

WEDNESDAY, 22nd July.

Hohow, Haiphong & Pakhoi—Per KAI-FONG, 22nd inst., 8 a.m.
Shanghai & N. China—Per CHOYBANG, 22nd inst., 11 a.m.
Straits, Batavia, Choochoo, Samarang & Sourabaya—Per BANRI M., 22nd inst., 11 a.m.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria & Tacoma—Per CANADA MARU, 22nd inst., 3 p.m.

THURSDAY, 23rd July.

Wei-hai-wei & Tientsin—Per KUEI-CHOW, 23rd July, 9 a.m.
Shanghai & N. China—Per ANHUI, 23rd inst., 5 p.m.

SATURDAY, 25th July.

Sandakan—Per HINSANG, 25th inst., 11 a.m.
Philippine Is.—Per KUENFANG, 25th July, 1 p.m.

SHIPPING NEWS.

ARRIVED.

C. Dieboldschon, Ger. s.s. 774, H. Frandson, Haiphong, 13th inst. Gen.—J. & Co.
Choyang, Br. s.s. 1,424, S. Findeson, 13th inst.—Swatow, 15th inst. Gen.—J. M. & Co.
Kitano Maru, Jap. s.s. 5,277, F. E. Cope, 13th inst.—Yokohama, Gen.—N. Y. K.
Lyceoon, Ger. s.s. 1,333, E. Abshagen, 13th inst.—Saigon, 10th inst. Rice—Chinsee.
Mausang, Br. s.s. R. A. Mathers, 14th inst.—Tawi Tawi, 8th inst. Gen. Order.
Sungkiang, Br. s.s. 1,600, G. Robinson, 13th inst.—Haiphong, Gen.—J. & S.

DEPARTED.

July 14.
Fukin Maru for Wakamatsu
Ulysses for Seattle
Tungshing for Saigon
Fleching for Canton
Haiyang for Foochow via Swatow
Luchow for Canton
Borneo for Sandakan via Jesselton
Cheongshing for Canton
Wimbolden for Choochoo
Dermot for Dany via Shanghai
Amazon for Yokohama via Shanghai

CLEARANCES AT THE HARBOUR OFFICE.

July 13.
Via Maru No. 2 for Hongay
Tauruzion for Milke
Heijun Maru for Canton
Maraghi for Hankow via Shanghai
Chili for Marseilles via Saigon
July 14.
Wingsang for Shanghai via Swatow
Shingy Maru for San Francisco
Blunden for Bangkok and London
Choyang for Canton
Shiduck Maru for Seattle via Keelung
Tamon Maru No. 1 for Nagasaki
Dowang for Saigon
Mathilde for Haiphong via Hohow

PASSENGERS ARRIVED.

Per s.s. Choyang from Swatow etc.—Messrs. Auec and Black.

PASSENGERS DEPARTED.

Per s.s. Shiduck Maru for Seattle etc.—Miss E. R. Swan, Dr. E. W. Kirke, Mr. and Mrs. R. E. Paterson, Yamazaki, T. Ikawa, M. Han, Chan Pui, Ho, Ly Yuen, and Lt. R. Allen.
Per s.s. Kitano Maru for Europe etc.—A. E. W. Kase, Mrs. A. W. Kase, Mr. and Mrs. S. Kase, Mr. and Mrs. G. Kase, Mr. and Mrs. H. Kase, Mr. and Mrs. J. Kase, Mr. and Mrs. K. Kase, Mr. and Mrs. L. Kase, Mr. and Mrs. M. Kase, Mr. and Mrs. N. Kase, Mr. and Mrs. O. Kase, Mr. and Mrs. P. Kase, Mr. and Mrs. Q. Kase, Mr. and Mrs. R. Kase, Mr. and Mrs. S. Kase, Mr. and Mrs. T. Kase, Mr. and Mrs. U. Kase, Mr. and Mrs. V. Kase, Mr. and Mrs. W. Kase, Mr. and Mrs. X. Kase, Mr. and Mrs. Y. Kase, Mr. and Mrs. Z. Kase.

SHIPS PASSED THE CANAL.

London, 3 July.
Arrivals from China—Kawamba, Lycon, Magellan, Afghan Prince, Lutzw, Uckermark.
The following vessels have passed the Canal—Atsuta Maru, Brigavia, Onafa, Socotra, Yorok, Arabia, Chailster.

LONDON, 7 July.

Arrivals from China—Cardiganshire, Aganemnon, Benavon, Sithonia.
The following vessels have passed the Canal—Kuro Maru, Almarik, Indradeo, P. Ludwig, Norderney, Paul Lect.

LONDON, 10 July.

Arrival from China—Bellerophon.
The following vessels have passed the Canal—Kuro Maru, Almarik, Indradeo, P. Ludwig, Norderney, Paul Lect.

OYSTERS, FRESH, FRIED OR STEWED.

Findon Haddock, Kippers & Co., ALEXANDRA CAVE.

WEATHER REPORT.

On the 14th at 11.10—Pressure is now highest to the north of Hokkaido. It has increased slightly over the Philippines and is nearly stationary along the coast. At this morning the centre of the typhoon was about 150 miles to the west of Foochow, travelling W.N.W. It is probably filling.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood.	S.W. winds, strong; overcast, squally; rain.
2 Formosa Channel.	Southerly gales, moderating.
3 South coast of China between H.K. and Lanchow.	The same.
4 South coast of China between H.K. and Hainan.	S.W. winds, moderate to fresh.

China Coast Meteorological Register.
14th July, a.m.

Station.	Barometer.	Thermometer.	Humidity.	Wind.	Force.	Weather.
Wootock	7a	29.90	62	100	sw	2 f
Nemuro	6a	30.01		ese	1	
Hakodate		29.39		ese	2	
Tokio		29.79		n	1	
Kobe		29.84		sw	1	
Nagasaki		29.89		sw	1	
Yokohama		29.90		nsw	1	
Oshima		29.91			0	
Naha		29.87			0	
Ishijima		29.80		se	5	
Bonin Is.		29.83		n	1	
Chefoo						
Whitwell		29.82	77	95	s	2 com
Hankow						
Ichang						
Kiungking						
Changsha		29.67	80	se	4	bu
Gutzi		29.30	78	ese	7	com
Shanghai	7a	29.78		ese	11	or
Swatow	6a	29.35	78	se	sw	5 or
Taihou	5a	29.62			0	
Taiwan		29.62			0	
Kashan		29.58			10	
Canlon	6a	29.54	83	96	sw	2
H'kong	6a	29.56	89	83	sw	4 or
Gay Rock		29.54		sw	5	or
Macao		29.55	82	sw	3	or
Wuchow	9a					
Pakhoi						
Phu Lien	6a	29.56	79	sw	3	or
Tourane		29.63	82	sw	2	or
O. St. J.		29.65	73	sw	5	or
Appari		29.77	78	sw	1	or
Manila		29.84	78	sw	3	or
Legaspi		29.85	71	sw	3	or
Sancti	6a	29.91	83	sw	1	or
Cebu		29.89	87	sw	1	or

T. F. Claxton, Director.

Hongkong Observatory, July 14.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day.	On date	On date
	a.m.	a.m.	a.m.
Barometer	29.67	29.60	29.56
Temperature	87	82	88
Humidity	69	85	74
Wind Direction	S	SW	WSW
Force	2	3	2
Weather	c	o	o
Rain			
Highest open air temperature on the 14th		86	
Lowest		76	

H.K. Observatory, 13th July.
T. F. CLAXTON, Director.

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MANCHURIA	27000	SIBERIA
KOREA	18000	CHINA
SIBERIA	18000	NILE
CHINA	10000	PERSIA

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CHINA—Sailing TUESDAY, 11th Aug. at noon.
MANCHURIA—Sailing WEDNESDAY, 13th Aug. at 1 p.m.

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For	Steamers	To Sail On	Remarks
LONDON, via Usual Ports of Call	Assaye Capt. G. J. Coldwell	noon 18th July.	Freight & Passage
LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles	Nagoya Capt. W. H. Sweny R.N.R.	about 22nd July.	Freight & Passage
SHANGHAI	Devanha Capt. W. R. Hiskey	about 17th July.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKO-HAMA	Malta Capt. G. W. Cockman R.N.R.	about 23rd July.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy.

For Freight or Passage, apply to E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 13th July, 1914.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To sail on
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ABERDEEN & H'BURG	Kleist Capt. L. Maass	WEDNES, 22nd July, 10 a.m.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	Yorck Capt. T. Loeser	About WEDNES, 22nd July.
NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	Prinz Waldemar Capt. O. Jurany	SATUR, 8th Aug. 3 p.m.
KOBE	Prinz Waldemar Capt. O. Jurany	About TUES, 21st July.
JESSELTON, KUDAT & SANDAKAN	Borneo Capt. J. Koehler	TUESDAY, 14th July, 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

NEXT SAILING FROM HONGKONG.

OUTWARD.

Coetlingen	About 19th July	Tuebingen	About 3rd Aug.
For Marseilles, Rotterdam and Bremen/Hamburg:		Bremen:	
		Tuebingen about M. of Sept.	
For Naples, Genoa, Rotterdam, Hamburg and Bremen:		For Havre, Emden and Bremen:	
		Hamburg:	

For further Particulars, apply to
NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA
Hongkong, 13th July, 1914.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

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SHANGHAI, KOBE AND YOKOHAMA	Paul Lecat	27th July.
MARSEILLE via PORTS	Chili Atlantique	14th July, 28th July.

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